

5. Environmental Analysis

5.16 TRANSPORTATION AND TRAFFIC

This section of the draft program environmental impact report (PEIR) evaluates the potential for implementation of the San Bernardino Countywide Plan (CWP or proposed Project) to result in transportation and traffic impacts in unincorporated areas of the County of San Bernardino (County). This section presents the existing transportation conditions in the County, including the roadway network, bicycle and pedestrian network, transit network, and aviation facilities.

As discussed throughout this section, in September 2013, the state legislature passed and the governor signed Senate Bill (SB) 743. Among other provisions, this legislation mandated that the Office of Planning and Research (OPR) evaluate a new metric to analyze transportation impacts under the California Environmental Quality Act (CEQA). The County has moved forward with adopting the new vehicle miles traveled (VMT) metric and has developed VMT significance thresholds for CEQA. This section, therefore, analyzes potential transportation impacts of the Countywide Plan based on the VMT metric. The background, methodology, application and results are all described. The VMT analysis in this section is based in part on the following technical reports and memoranda:

- *Future Transportation Network Improvements, Opportunities, and Issues in San Bernardino County*, Fehr and Peers, Technical Memorandum to Colin Drukker, PlaceWorks, from Jason Pack and Michael Sahimi, November 21, 2016.
- *San Bernardino Countywide Plan: Transportation Existing Conditions Report*, Fehr and Peers, March 29, 2017.
- *Transportation Impact Analysis: San Bernardino County Policy Plan*, Fehr and Peers, March 27, 2019.
- *SB 743 Implementation Threshold: Alternative Threshold Guidance*, Fehr and Peers, Technical Memorandum to Colin Drukker, PlaceWorks, from Jason D. Pack, March 26, 2019.

Complete copies of these reports are included in Appendix L of this Draft PEIR.

The 2017 existing conditions report presents the regulatory framework affecting transportation, describes the existing circulation network, and provides an analysis of existing operational conditions of the circulation network in the County. The Transportation Impact Analysis (TIA) analyzes the operation of the transportation system, including bicycle, pedestrian and mass transit operations. It also provides the VMT analysis used to evaluate the potential transportation impacts of the proposed Countywide Plan. The TIA also includes the LOS analysis for roadway segments and intersections. This supports the Countywide Policy Plan, including proposed roadway LOS standards. The LOS analysis, however, is not relevant to this EIR or evaluation of CEQA impacts.

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5.16.1 Environmental Setting

5.16.1.1 REGULATORY BACKGROUND

The following summarizes the transportation policies, laws, and regulations that would apply to the CWP. These regulations provide the context for the impact discussion related to the proposed Project's potentially significant effects.

State of California

California Transportation Commission

The California Transportation Commission (CTC) administers the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC's programming includes the State Transportation Improvement Program, a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of state highways.

California Department of Transportation

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities, including I-10, I-15, I-40, I-215, US-395, SR-18, SR-58, SR-62, SR-247, and the associated interchanges for these facilities in the County. Caltrans has established standards for roadway traffic flow and developed procedures to determine if state-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and LOS at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Caltrans also prepares comprehensive planning documents, including Corridor System Management Plans and Transportation Concept Reports, which are long-range planning documents that establish a planning concept for state facilities. They identify a concept LOS, or "target" LOS, for the applicable highway facility. A deficiency or need for improvement is triggered when the actual LOS falls below the concept LOS.

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, SB 743 was signed into law. A key element of this law is the potential elimination or deemphasizing of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of the state. According to the legislative intent of SB 743, these changes to current practice were necessary to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions (GHG). The Legislature found that with adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage

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land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32. Additionally, AB 1358, described below, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that will fundamentally change transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant transportation impacts. As part of the new CEQA Guidelines, the new criteria were designed to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. OPR developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. There is an opt-in period until July 1, 2020, for agencies to adopt new VMT-based criteria.

The County has developed VMT-based significance criteria and methodology to evaluate the transportation impacts of the CWP as well as future projects within the County's jurisdiction. Section 5.16.1.3 describes existing VMT conditions and averages in the County, and Section 5.16.2.2 details the significance thresholds to be applied. Finally, the impact analysis for the CWP following the new VMT metric is documented in Section 6.16.4.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked OPR to release guidelines for compliance, which guidelines were released in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board adopted its proposed Scoping Plan for AB 32, The Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 addresses regional GHG emission targets. The Air Resources Board's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose

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themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the CTC. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

Regional

San Bernardino Countywide Transportation Plan

The San Bernardino County Transportation Authority (SBCTA), formerly known as the San Bernardino Associated Governments (SANBAG), developed the County's Countywide Transportation Plan (CTP), which was released in September 2015. The plan has a horizon year of 2040 and serves as the County's input into the Southern California Associated Governments' (SCAG) RTP/SCS. The purpose of the CTP is to lay out a strategy for long-term investment in and management of the County's transportation system. Key issues addressed by the CTP include transportation funding, congestion relief, economic competitiveness, system preservation and operations, transit system interconnectivity, air quality, sustainability, and GHG emission reductions. The CTP analyses a Year 2040 baseline scenario with traditional revenue sources and an aggressive scenario that assumes added revenue sources defined in SCAG's RTP/SCS. The CTP has developed a set of strategies to address issues such as air quality, goods movement, sustainability, and active transportation.

Morongo Basin Area Transportation Study

SBCTA (then SANBAG) completed a transportation assessment in 2014 that analyzes the future transportation demands within the Morongo Basin area. Based on projections from SCAG's 2016 RTP/SCS, the study identified roadway segments and intersections to be improved in order to handle the forecast future traffic demand. The study also included estimated costs and a recommended implementation schedule to assist in planning and programming for future transportation needs. The Other subregional studies conducted by SBCTA include the Morongo Basin Area Transportation Study and Mountain Area Transportation Study.

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Mountain Area Transportation Study

SBCTA completed a transportation assessment in 2017 that analyzes the transportation system in the mountain area, with special consideration given to unique pattern of visitor influx that peaks in winter and summer months for extended periods of times, often off-cycle from residents' typical daily patterns. The study identified localized traffic improvements—such as traffic control changes, signage, and chain-up areas—intended to relieve congestion and improve safety for vehicular travel as well as non-motorized mobility.

San Bernardino County Non-motorized Transportation Plan

SANBAG developed the San Bernardino County Non-Motorized Transportation Plan in March 2011, with the most recent update in June 2018. The goal of the plan is to develop an integrated plan and identify sources of funds to implement that plan to promote increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects included in the plan. SBCTA serves in an advisory role, including identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc.

Big Bear Valley Pedestrian, Bicycle, & Equestrian Master Plan

The City of Big Bear Lake developed a comprehensive plan with federal, state, and local partners in 2013 for the Big Bear Valley to establish a well-planned multi-modal system for Big Bear Valley residents and the thousands of annual visitors. The plan was incorporated by SBCTA into the San Bernardino County Non-motorized Transportation Plan. The City of Big Bear Lake is responsible for the portion of the plan that affects facilities within its incorporated boundaries and SBCTA is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system. The County accepted the plan as the guidance document for trails in the Bear Valley community.

Rim of the World Active Transportation Plan

The Rim of the World Recreation and Park District developed a plan with federal, state, and local partners in 2018 to establish a system of pedestrian, bicycle, and equestrian facilities throughout the District's boundaries. This plan will be incorporated by SBCTA into the San Bernardino County Non-motorized Transportation Plan, with implementation responsibility determined as improvements and funding becomes available.

Morongo Basin Active Transportation Plan

In 2017, the County obtained a grant to develop a plan to identify potential strategies, projects, and programming efforts that will improve safety, accessibility, and connectivity for pedestrians and bicyclists in the Morongo Basin community. This effort is still in process.

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Short Range Transit Plan

SBCTA developed a Short Range Transit Plan (SRTP) to help guide transit service improvements in the region over the next five years. The SRTP identifies transit service plans and help prioritize major capital improvement projects for the region's transit needs. Goals of the SRTP include connectivity between the various transit agencies in the County, facilitating transit travel between regions of the County and between the County and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The SRTP was released in December 2016.

Long Range Transit Plan

SBCTA developed a Long Range Transit Plan (LRTP) to address the County's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The LRTP establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The LRTP developed four alternatives: Baseline (with existing transit services), Plan (existing transit and currently planned improvements), Vision (existing transit, planned improvements, and rapid bus and rail), and Sustainable Land Use (redistributing growth to transit corridors and creating Transit Oriented Developments at station areas). The SRTP was released in April 2010.

San Bernardino Countywide Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The project's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has varying pedestrian accommodations, capital improvement programs, and maintenance regimes.

Congestion Management Program For San Bernardino County

The Congestion Management Program (CMP) for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the County and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on CMP facilities in the County. The CMP was last updated in June 2016.

5.16.1.2 EXISTING SETTING: INFRASTRUCTURE

The transportation system in the County includes diverse elements such as roadway systems and bicycle systems as well as multiple public transit systems providing both local and regional bus service. These transportation elements are discussed in greater detail in this section.

Existing Roadway Network

Regional connectivity to the County is provided by several interstate highways and state routes; major regional facilities within the County include:

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Interstate 15 (I-15). The most extensive stretch of interstate highway in the County is I-15. Access is provided starting in the densely populated southwestern edge of the County and ends at the Nevada border near the town of Primm, Nevada. The highway runs through the San Gabriel Mountains into the high desert region through major population centers of Victorville, Hesperia, Apple Valley, Barstow, etc. It runs north-south from the southwestern to the northeastern edge of the County lines. It consists of four lanes each direction in the population centers of the southwestern edge of the County and two lanes each way through the high desert region. Speed limits are 65 mph in urban southwestern County and 70 mph through the high desert to the Nevada border.

Interstate 215 (I-215). Also named the Riverside/Barstow freeway, I-215 begins at the southern tip of the city of San Bernardino and runs north-south to connect to I-15 on the north side of the city of San Bernardino at the base of the San Gabriel Mountains. I-215 provides convenient access to downtown San Bernardino as well as California State University, San Bernardino, and Glen Helen Regional Park at the northern end of the highway. The speed limit is 65 mph and ranges from three to five lanes in each direction.

Interstate 10 (I-10). Also known as the San Bernardino Highway or the Christopher Columbus Transcontinental Highway, I-10 runs east-west starting in the city of Ontario on the western edge of the County. It continues east and ends at the eastern edge of the County near the city of Yucaipa. The highway gives County residents direct access to Los Angeles to the west, as well as to Palm Springs and surrounding cities/towns to the east. The speed limit is 65 mph with four lanes in each direction.

Interstate 40 (I-40). This highway is the second of two east-west running interstate highways in the County. Also known as the Needles Highway, it only runs through the high desert region of the County. The western edge of the highway starts in Barstow at the junction with Interstate 15 and ends at the Arizona state border adjacent to the town of Needles. The highway contains two lanes in each direction with a posted speed limit of 70 mph.

State Route 60 (SR-60). Known as the Pomona Freeway, as well as CYA Counselor Ineasie M. Baker Memorial Freeway, SR-60 runs east-west for a short distance in a small portion of the southwestern area of the County. This state route runs east/west primarily through the cities of Chino and Ontario. Access is provided to Los Angeles County to the west and Riverside County to the east. The speed limit is 65 mph and SR-60 provides five lanes in each direction.

State Route 71 (SR-71). Also called the Chino Valley Freeway, this state route runs north-south starting at the junction of SR-60 near Pomona at the northern end and ends at the Riverside County line and the junction with SR-83 near Prado Regional Park. The highway contains two lanes in each direction and provides access to Los Angeles County to the north near Pomona and runs south to the junction with SR-91 in Riverside County.

State Route 83 (SR-83). This route runs north-south and is also known as Euclid Avenue. This state route runs through the downtown districts of Chino and Upland. The northern end of the highway ends in Upland and runs south to the junction with SR-71. Lane access ranges from one to three lanes in each direction.

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State Route 210 (SR-210). Also known as Foothill Highway, SR-210 runs east-west in the densely populated southwestern region of the County. The western edge of the route begins in Ontario and runs east to the junction with I-10 in Redlands. Lane access ranges from two to four lanes in each direction.

State Route 62 (SR-62). Known as the Twentynine Palms Highway, this state route runs east-west starting with the town of Yucca Valley on the western edge and east to the Arizona border near the town of Parker. This route contains one to two lanes in each direction. This is also a primary access to Joshua Tree National Park.

State Route 138 (SR-138). This state route runs east-west and begins in the high desert region on the western edge and connects to Interstate 15 near Cajon Junction. It then continues east and ends at the junction with SR-18 at the mountain town of Crestline. This route is one to two lanes in each direction with a posted speed limit of 55 mph.

State Route 18 (SR-18). This highway begins at SR-210 in the city of San Bernardino and ends at the Los Angeles County line about 10 miles west of Victorville in the Mojave Desert. It primarily runs east-west and loops through the mountain resort towns of Lake Arrowhead and Big Bear Lake, then around through Lucerne Valley, Apple Valley, and Victorville. It is also known as the Rim of the World Highway due to a portion of the highway providing panoramic views of the city of San Bernardino and surrounding Inland Empire cities. The highway contains one lane in each direction.

State Route 247 (SR-247). This highway runs north-south starting in Barstow at the junction with I-15 at the northern edge and continuing south to Yucca Valley at the junction with SR-62. It is also known as Old Woman Springs Road and contains one lane in each direction.

State Route 330 (SR-330). This state route runs north-south begins at SR-210 in the town of Highland on the southern edge and continues north to the mountain town of Running Springs at the junction with SR-18. It is also known as City Creek Road and is one lane in each direction.

State Route 58 (SR-58). This state route runs east-west in the Mojave Desert region of the County. The highway's western edge within the County borders the Kern County line, then runs east to the junction with I-15 in Barstow. Also known as the Barstow-Bakersfield Highway. This state route is one to two lanes in each direction and contains a posted speed limit of 55 mph.

Roadways in the County are categorized according to the type of service they provide. The roadway system has seven roadway designations: Major Divided Highway, Major Arterial Highway, Major Highway, Secondary Highway, Controlled/Limited Access Collector, Mountain Major Highway, and Mountain Secondary Highway. Other roadways in the network generally are freeways or local roads. These designations refer to how a road accommodates two characteristics: the extent to which the roadway prioritizes the through movement of traffic and the level of access provided to adjacent properties. The designation of roadways varies by the number of travel lanes, roadway width (curb to curb), right-of-way (public property line to public property line), and traffic volumes. Roadways also provide bicycle and pedestrian access and allow for the circulation of nonvehicular traffic. The following lists the roadway functional classifications in the County's Circulation Plan:

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Major Divided Highway. A major divided highway generally consists of a minimum of 120 feet of right-of-way with 94 feet of curb separation. This roadway designation is present in the County's Valley and Desert regions.

Major Arterial Highway. A major arterial highway generally consists of a minimum of 120 feet of right-of-way with 104 feet of curb separation. This roadway designation is present in the County's Valley and Desert regions.

Major Highway. A major highway generally consists of a minimum of 80 feet of right-of-way with 104 feet of curb separation. This roadway designation is present in the County's Valley and Desert regions.

Secondary Highway. A secondary highway generally consists of a minimum of 88 feet of right-of-way with 64 feet of curb separation. This roadway designation is present in the County's Valley and Desert regions.

Controlled/Limited Access Collector. A controlled/limited access collector generally consists of a minimum of 66 feet of right-of-way with 44 feet of curb separation. This roadway designation is present in the County's Valley and Desert regions.

Mountain Major Highway. A mountain major highway generally consists of a minimum of 80 feet of right-of-way with 64 feet of curb separation. This roadway designation is present in the County's Mountain region.

Mountain Secondary Highway. A mountain Secondary Highway generally consists of a minimum of 60 feet of right-of-way with 44 feet of curb separation. This roadway designation is present in the County's Mountain region.

Figures 5.16-1 to 5.16-3 show the existing roadway designation in the Desert Region, Mountain Region, and Valley regions, respectively.

Transit

Public transit in the County's unincorporated communities is provided through several agencies with local bus service, demand-responsive paratransit service, and rail service. Figures 5.16-4 to 5.16-6 show existing transit routes.

Fixed-Route Transit Service

OmniTrans. The following OmniTrans bus routes provide service to unincorporated communities in the County.

- Route 8 (San Bernardino—Mentone—Crafton Hills College): This route travels between the city of San Bernardino Transit Center and Crafton Hills College, with stops in Loma Linda, Redlands, and Mentone.
- Route 11 (San Bernardino—Muscoy—Cal State): This route travels between Cal State San Bernardino and the city of San Bernardino Transit Center.

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- Route 19 (Fontana—Colton—Redlands—Yucaipa): This route travels between Fontana and Yucaipa, with stops in Colton, Loma Linda, Grand Terrace, Redlands, Mentone, and Bloomington.
- Route 29 (Bloomington—Valley Blvd.—Kaiser): This route travels between Fontana and Bloomington, including stops in Bloomington.

Barstow Area Transport. The following Barstow Area Transport bus route provides service to unincorporated communities in the County:

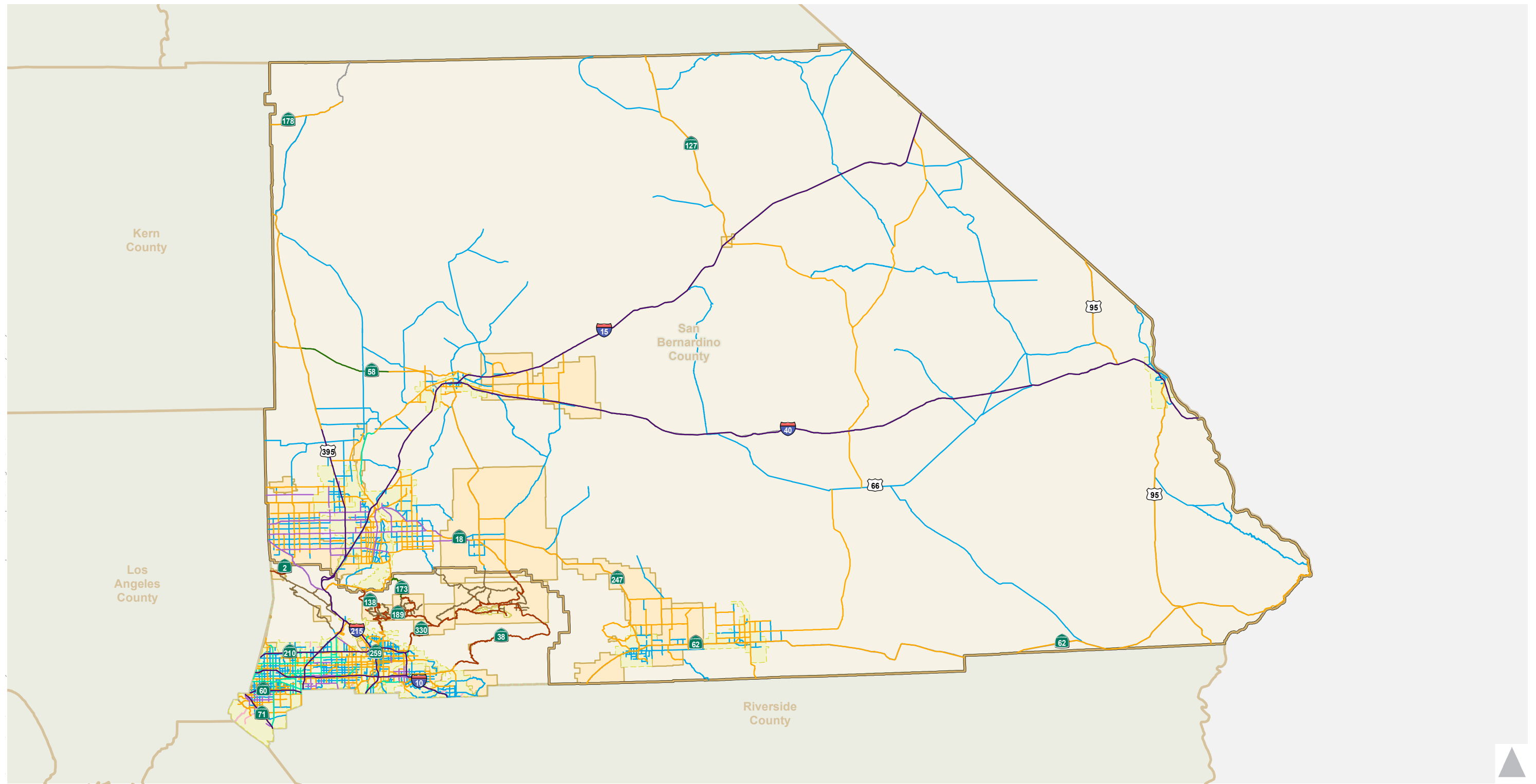
- Route 3 (Barstow Library—Tanger Mall—Jasper Park): This route travels between Barstow Library and Jasper Park.

Morongo Basin Transit Authority. The following Morongo Basin Transit Authority bus routes provide service to unincorporated communities in the County:

- Route 1 (Yucca Valley—Marine Base): This route provides service between Twentynine Palms and Joshua Tree, with extended service between Twentynine Palms Marine Base and Yucca Valley in evenings and on weekends.
- Route 12/15 (Yucca Valley—Palm Springs—MCAGCC Airport): This route provides service between Twentynine Palms Marine Corps Base and Palm Springs, with stops in Twentynine Palms, Joshua Tree, Yucca Valley, and Morongo Valley.
- Route 21 (Landers Loop): This route provides service between Landers and Yucca Valley, including service in Homestead Valley.

Mountain Area Regional Transit Authority. The following Mountain Area Regional Transit Authority bus routes provide service to unincorporated communities in the County.

- Big Bear Route 1 (Boulder Bay to Erwin Lake): This route includes service to and from Big Bear City.
- RIM Route 2 (Valley of Enchantment—Crestline—Lake Arrowhead): This route includes service through Crestline and Lake Arrowhead.
- Big Bear Route 3 (Mountain Meadows to Gold Mountain): This route includes service to and from Big Bear City.
- RIM Route 4 (Lake Arrowhead to Running Springs).
- Big Bear Off the Mountain (Big Bear Valley—Running Springs—San Bernardino): This route includes service to and from Running Springs.
- RIM Off the Mountain (Lake Arrowhead—Crestline—San Bernardino).



- | | | |
|------------------------|---|---------------------------|
| Freeway | Controlled/Limited Access Collector | Desert Region |
| Major Divided Highway | Mountain Major Highway | City Boundaries |
| Major Arterial Highway | Mountain Secondary Highway | Community Plan Boundaries |
| Major Highway | State Highway (Special Standards or Conditions) | San Bernardino County |
| Secondary Highway | | County Boundaries |

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 Fig. 5.16-1 Existing Roadway Designations - Desert Region

0 5 10 Miles



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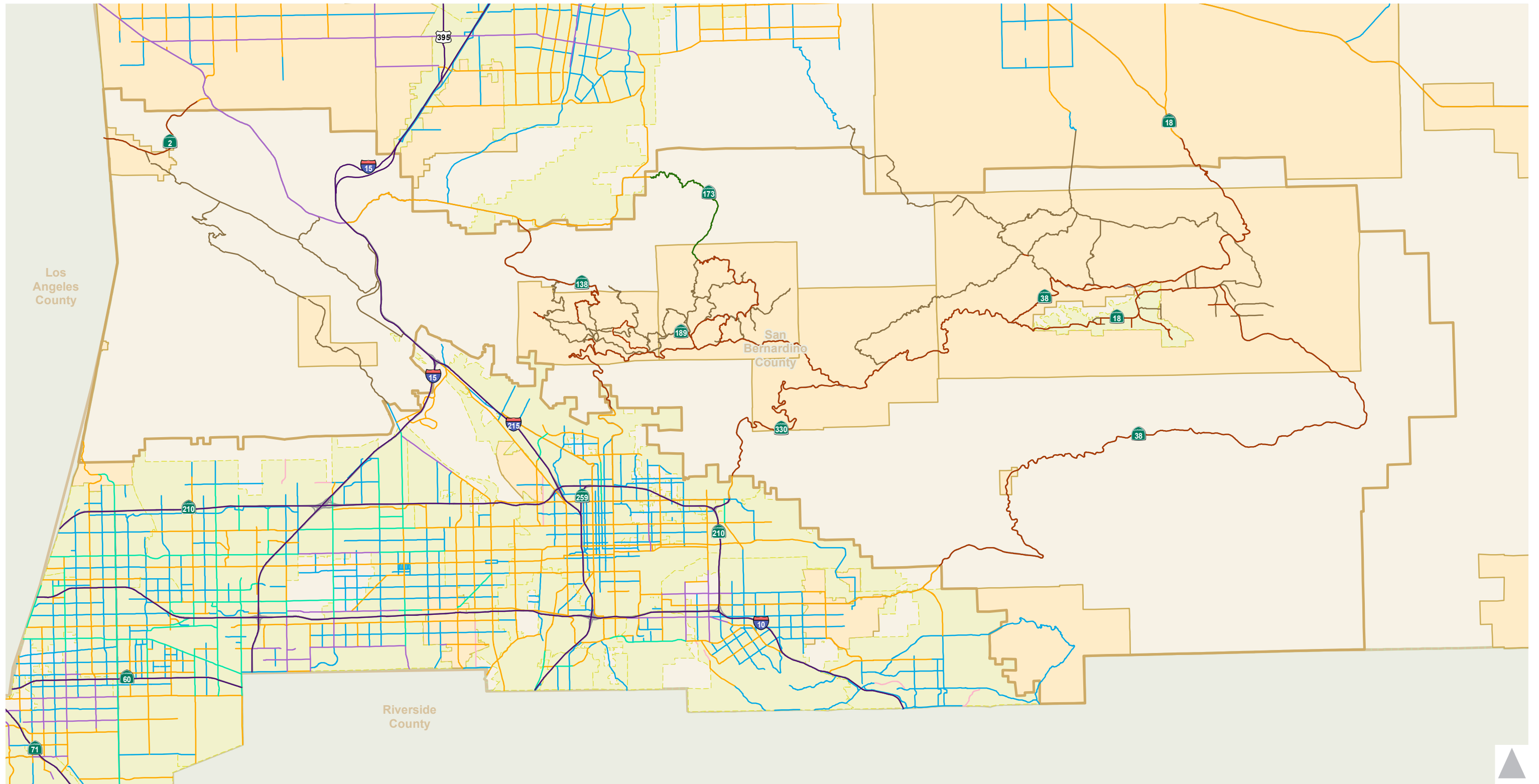
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- Freeway
- Major Divided Highway
- Major Arterial Highway
- Major Highway
- Secondary Highway
- Controlled/Limited Access Collector
- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)
- Mountain Region
- City Boundaries
- Community Plan Boundaries
- San Bernardino County
- County Boundaries

0 1 2 4 Miles



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 Fig. 5.16-2 Existing Roadway Designations - Mountain Region

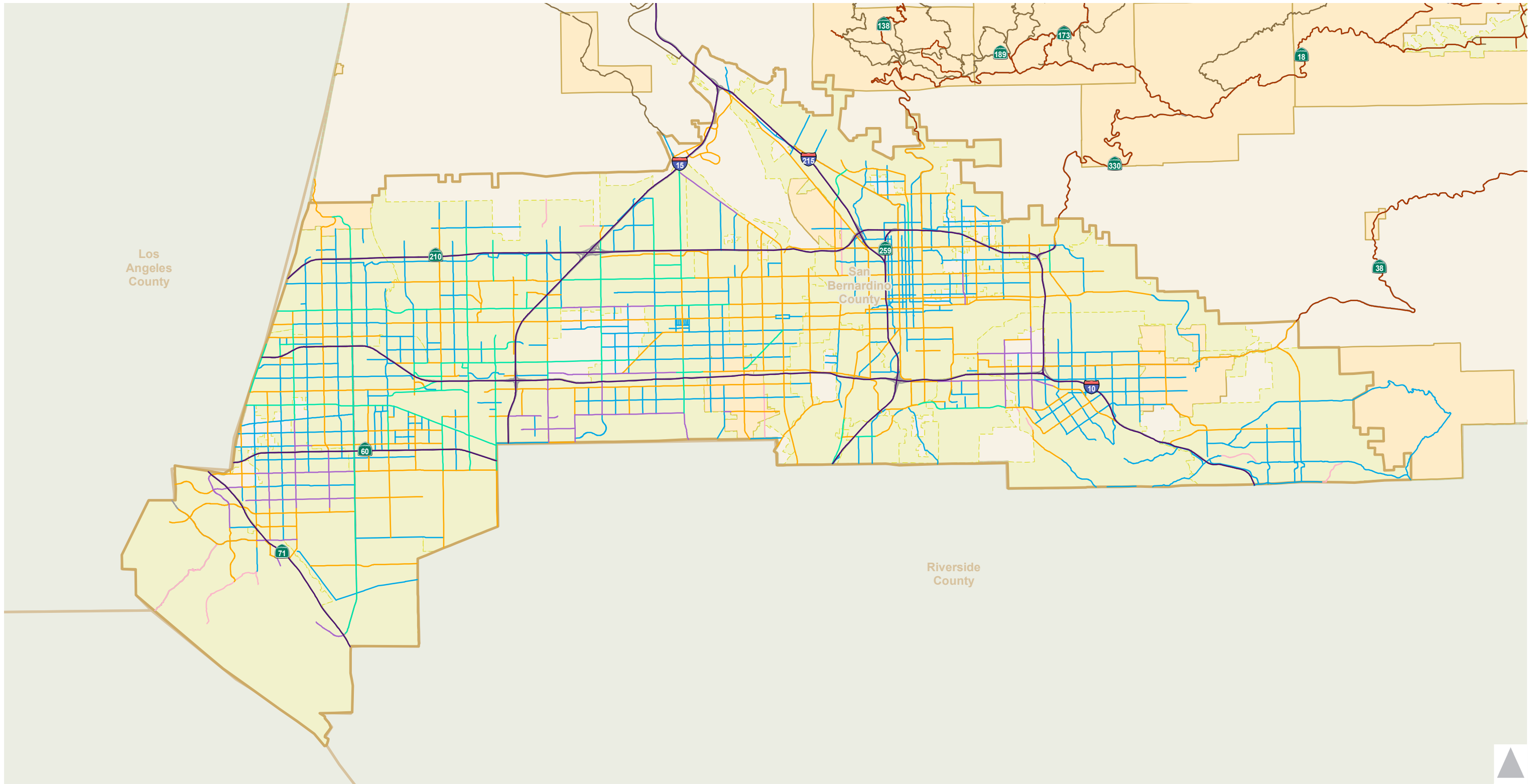
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- Freeway
- Major Divided Highway
- Major Arterial Highway
- Major Highway
- Secondary Highway
- Controlled/Limited Access Collector
- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)

- Valley Region
- City Boundaries
- Community Plan Boundaries
- San Bernardino County
- County Boundaries

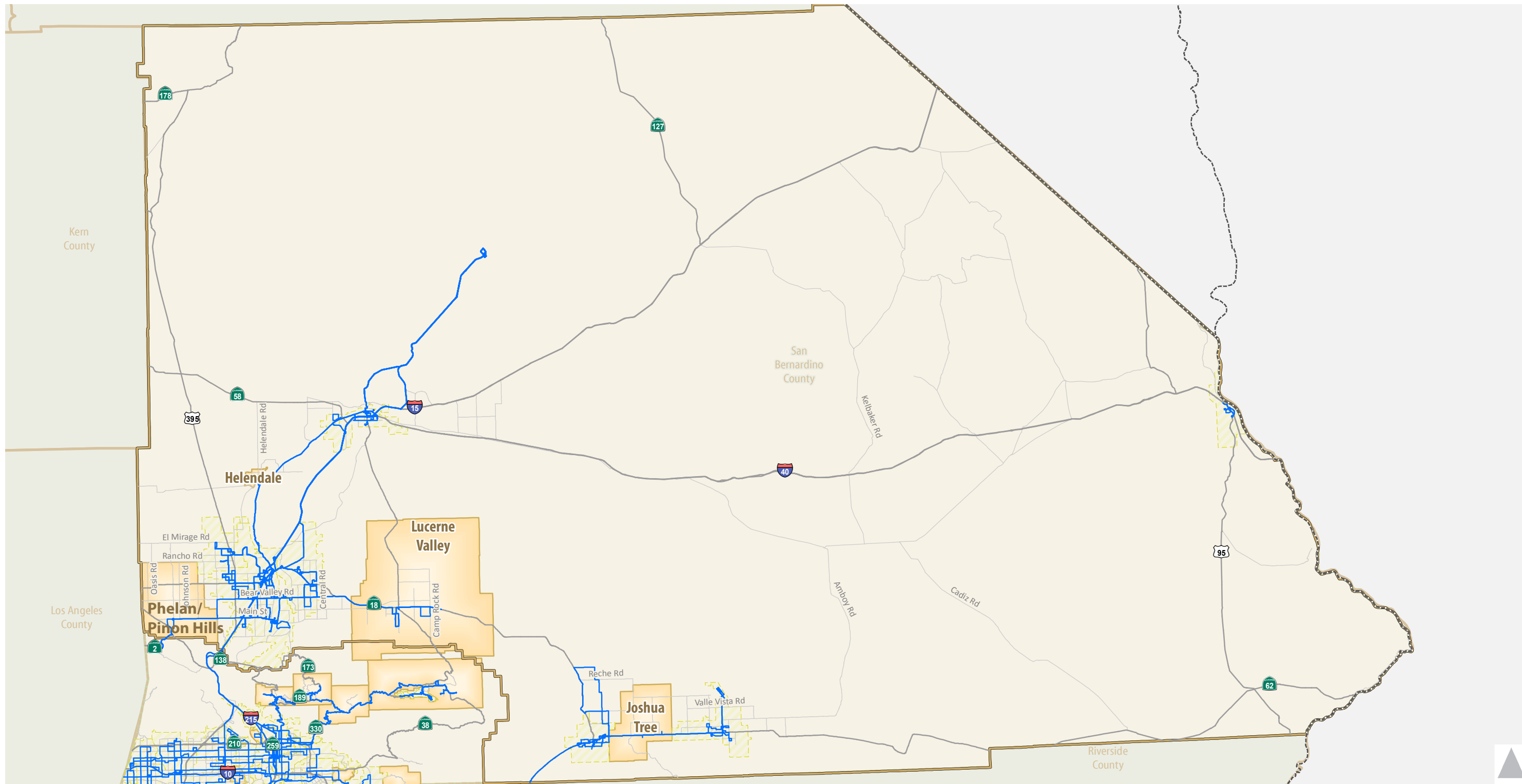
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 Fig. 5.16-3 Existing Roadway Designations - Valley Region

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- Transit Route
- City Boundaries
- County Boundaries
- Desert Region
- San Bernardino County
- State Boundaries
- Community Plan Boundaries

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 Fig. 5.16-4 Existing Transit Routes - Desert Region

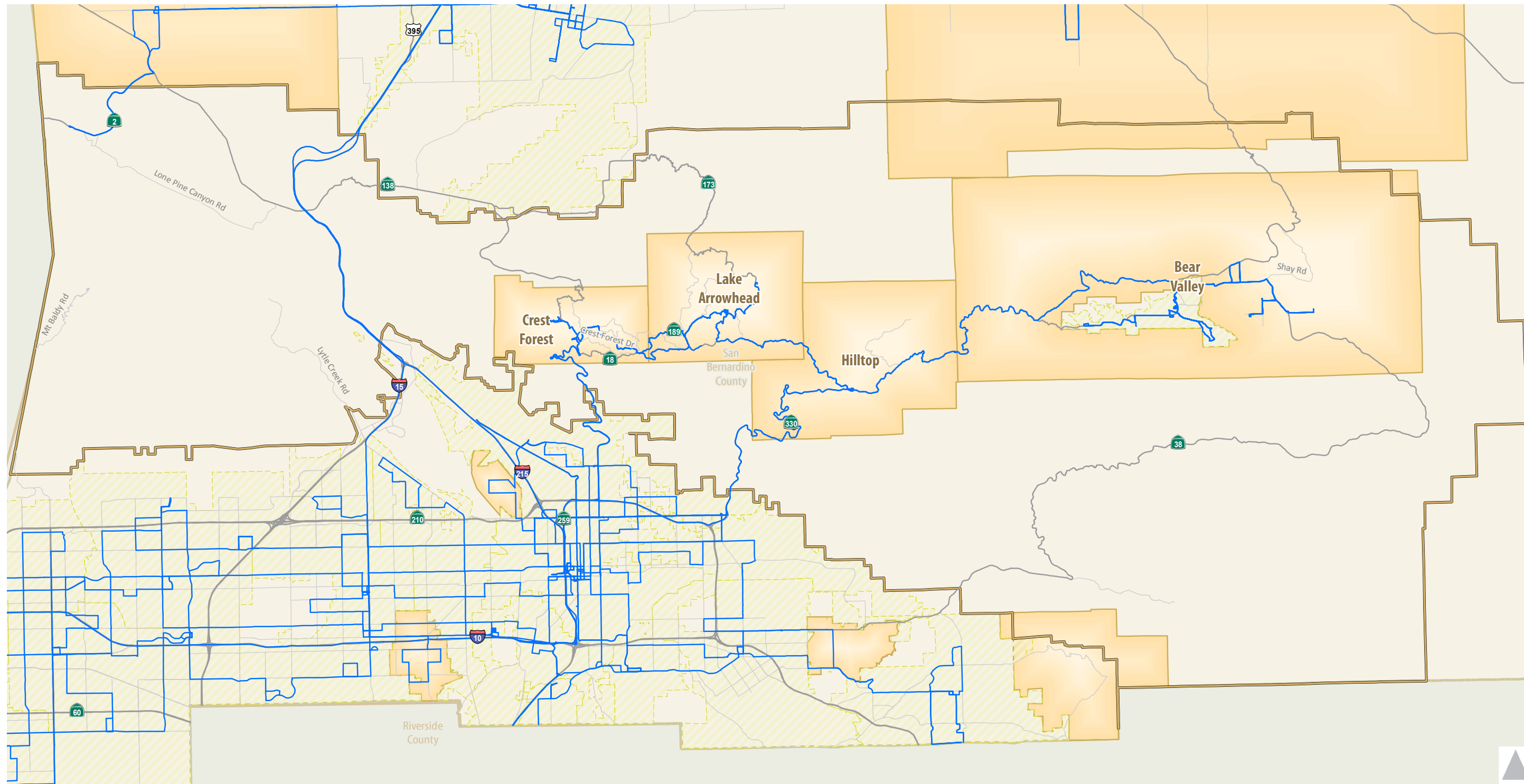
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- Transit Route
- Mountain Region
- Community Plan Boundaries
- City Boundaries
- San Bernardino County
- County Boundaries

5 Environmental Analysis
 Fig. 5.16-5 Existing Transit Routes - Mountain Region

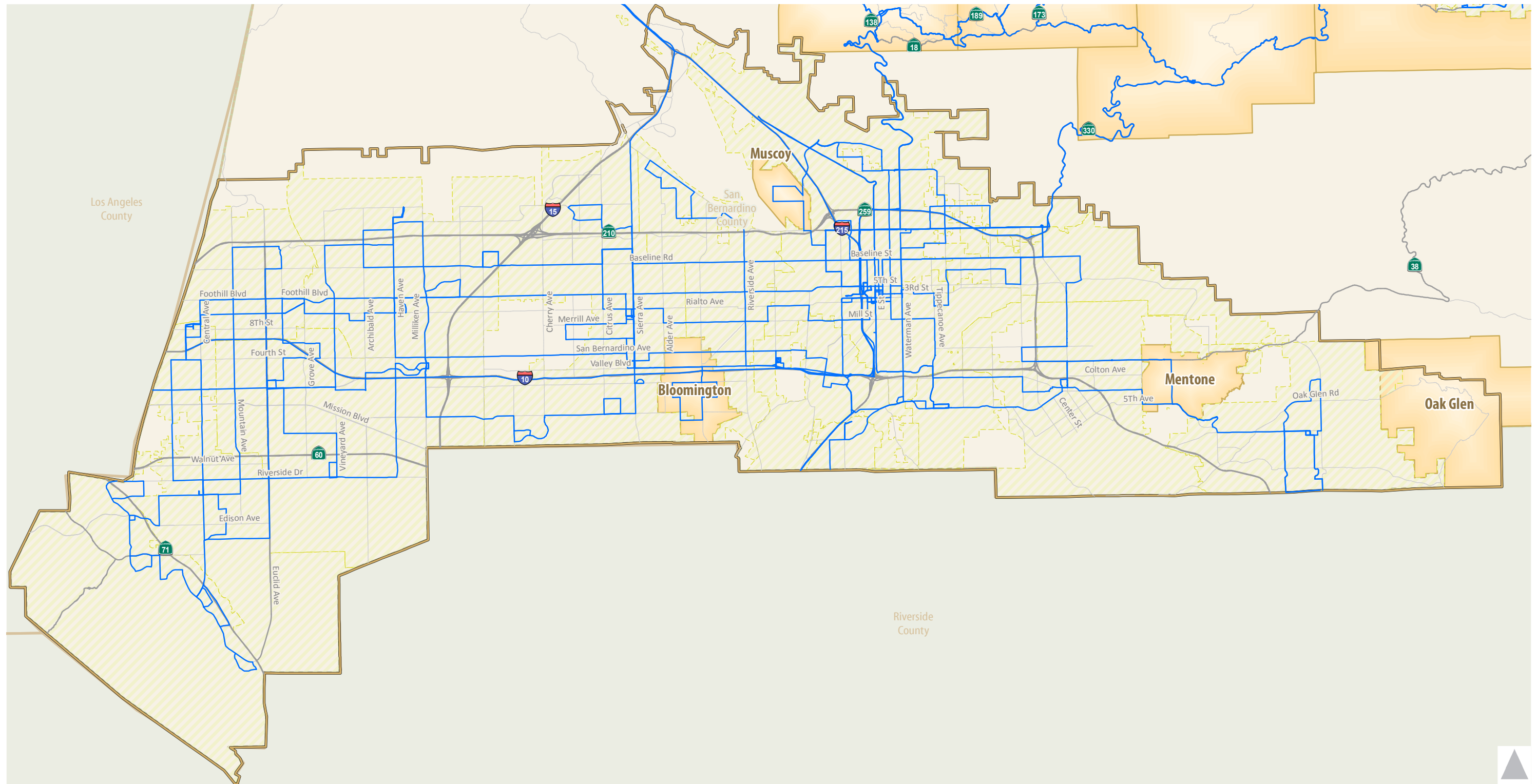
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- Transit Route
- Valley Region
- City Boundaries
- San Bernardino County
- Community Plan Boundaries
- County Boundaries

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 Fig. 5.16-6 Existing Transit Routes - Valley Region

0 1.5 3 Miles



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Victor Valley Transit Authority. The following Victor Valley Transit Authority bus routes provide service to unincorporated communities in the County.

- Route 21 (Tri-Community): This route provides service between Victorville and Phelan/Pinon Hills, including service through Oak Hills.
- Route 22 (Helendale): This route provides service in Northgate Village, Oro Grande, Silver Lakes, and Spring Valley Lake.
- Route 23 (Lucerne Valley): This route provides service between Lucerne Valley and Apple Valley.
- Route 52 (Victorville/Mall): This route includes service through Mountain View Acres. Weekday service is provided from 6:00 AM to 8:54 PM with 30 minute morning and 60 minute evening headways. Saturday service is provided from 7:00 AM to 7:54 PM with 60 minute headways and Sunday service is provided from 8:00 AM to 5:54 PM, also with 60 minute headways.
- NTC Commuter: This route provides service to Fort Irwin’s National Training Center with stops in Hesperia, Victorville, Helendale, and Barstow.

Paratransit Service

Unlike fixed-route transit service, paratransit service does not follow fixed routes or schedules. Paratransit can consist of vans or mini-buses that provide on-demand curb-to-curb service from any point of origin to any destination within the service’s specified service area. Demand-responsive paratransit service in the County’s unincorporated areas is provided by Barstow Area Transit, OmniTrans, Mountain Area Regional Transit Authority, Morongo Basin Transit Authority, and Victor Valley Transit Authority:

- **Barstow Area Transit** provides its Dial-A-Ride Paratransit (BAT DAR), a shared-ride transportation service, within 0.75 mile of fixed-route bus service in the greater Barstow area.
- **Mountain Area Regional Transit Authority** provides Dial-A-Ride as a shared-ride, curb-to-curb service available to senior citizens and persons with disabilities in the Mountain Area service area. It is available to anyone who lives more than 0.75 mile from a Mountain Area Transit fixed-route stop but within the Dial-A-Ride service area. Reservations can be made on the same day or in advance.
- **Morongo Basin Transit Authority** provides its Ready Ride service as an origin to destination service available primarily for senior and disabled passengers at discounted rates, but also available to all passengers at a premium rate. Twenty-four hour advanced reservation is required and is available in Yucca Valley, Morongo Valley, Joshua Tree, Twentynine Palms, Wonder Valley, and Landers.
- The **Omnitrans Access Service** provides curb-to-curb service to complement the Omnitrans fixed-route bus system. It is available during any time period that fixed-route service operates, up to 0.75 miles on either side of an existing bus route. Service is available outside of the standard service area for an additional

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fee. Fares are based on distance and the number of zones covered per trip. Riders can make reservations or arrange a subscription service.

- **Victor Valley Transit Authority's Direct Access** service requires a reservation one to fourteen days in advance and charges fares based on zones. An ADA eligibility certification is required.

Transit Facilities

Transit facilities in the County's communities consist of bus stops for local bus service; these stops can include amenities such as benches and shelters. Generally, a large portion of bus stops in the County's communities lack any amenities. In many locations with bus service available, bus stops do not provide any amenities beyond a post with agency and route signage and perhaps schedule information. Occasionally, sidewalks are not provided to and from the bus stop. In some locations, such as in Bloomington, Joshua Tree, Mentone, and Mountain View Acres, there are bus stops with a bench and/or shelter.

Bicycle Facilities

Bicycle Facility Classifications

Class I bicycle facilities are bicycle trails or paths that are off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

Class II bicycle facilities are striped lanes that provide bike travel and can be next to a curb or parking lane. If next to a curb, a minimum width of five feet is recommended. A bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

Class III bicycle facilities are on-street signed or marked bicycle route that allows for shared use of a travel lane by bicyclists and automobiles.

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Bicycle Facilities

Existing bicycle facilities in the County are described here and shown on Figures 3.1 to 3.3 of the TIA.

The County has made a concerted effort to expand the ease of alternative transportation options for residents, recognizing both health and environmental benefits. This includes the expansion of bicycle facilities that increase connectivity between residential, recreational, commercial, and other community amenities throughout

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the County. According to the SANBAG Non-Motorized Transportation Plan, the combined total of centerline miles of bicycle infrastructure in the County increased from 53 miles to 468 miles between 2001 and 2011.

Currently, the following bikeways are available in or adjacent to the County's unincorporated communities:

- Approximately 4.5 miles of Class I bike paths adjacent to Searles Valley along Trona Road.
- Approximately 0.6 mile of Class II bike lanes along Muscalet Street, from Hesperia into Oak Hills.
- Approximately 3.8 miles of Class I bike paths along Yucca Loma Road, from Spring Valley Lake into Apple Valley.
- Approximately 4.4 miles of Class III shared roadways in Big Bear City, along roads such as Mountain View Boulevard, Country Club Boulevard, and Big Bear Boulevard.
- The 1.5-mile Alpine Pedal Path (a Class I bike path) east of Big Bear Lake/City.
- Approximately 0.6 mile of Class I bike paths along Sunburst Street in Joshua Tree.
- Approximately 3 miles of Class III shared roadways adjacent to Joshua Tree along Yucca Mesa Road and La Contenta Road.

Additionally, there are several regional trails designated by the County that provide public access to open space lands for pedestrian, bicycle, and equestrian users. The following 10 facilities are designated regional trails:

- East Calico Hiking Trail
- Cucamonga Creek Trail
- Ecology Interpretive Trail
- Joshua Tree Connector Trail
- Lake Gregory Fitness Trail
- Handicap Nature Trail
- Morongo Canyon Preserve
- Prado Trails
- Mill Creek Levee Trail (also known as the Santa Ana River Trail)
- Meadows Trail/Zania Peak Trail

The Pacific Crest National Scenic Trail, maintained by the US Forest Service, runs from the Canadian border to the Mexican border and includes approximately 114 miles in the County.

Freight

Goods movement plays an important role in both the circulation network and the economy of a County such as San Bernardino. Due to its location between the Los Angeles metropolitan area and destinations in the Midwest and East Coast, the County serves as an important path for goods movement via airports, railways, and roadways. Goods movement in the County is accommodated by an extensive railway and truck route

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network. The Surface Transportation Assistance Act (STAA) of 1982 defines a network of highways as truck routes. Large trucks are allowed to operate on these routes. Goods movement into and through the County is currently accommodated by several STAA-designated routes, including I-40, I-15, I-10, US Route 395, and SR-127. The STAA also encourages local governments to accommodate trucks on roadways beyond those designated by the Act. Additionally, goods movement in the County includes freight railways such as the Burlington Northern and Santa Fe Railway, the Union Pacific Railroad, the Trona Railway, and the Arizona and California Railroad. Facilities accommodating goods movement in the County are shown on Figures 5.1 to 5.3 of the TIA.

Airports

The County Department of Airports provides for the management, maintenance, and operation of six County-owned airports:

- **Apple Valley Airport (APV).** Services at this general aviation airport include fuel, maintenance, rentals, and flight training. Two runways are provided.
- **Baker Airport.** Baker Airport is an emergency airfield with one runway.
- **Barstow-Daggett Airport (DAG).** This is a general aviation airport that can also support military training conducted at the nearby Fort Irwin Training Center. Two runways are provided.
- **Chino Airport (CNO).** Chino Airport is a general aviation facility and a base for business jets and air taxi services with three aviation groups providing business aviation operations. This airport also provides fuel, repair, and avionics services. Three runways are available.
- **Needles Airport (EED).** This is a general aviation airport with services including fuel and minor airframe and power plan service. There are two runways.
- **Twentynine Palms Airport (TNP).** This is a general aviation airport with some military aircraft operations. Two runways are provided.

In addition to operating these six County-owned airports, the Department assists private and municipal airport operators in the County with planning, interpretation, and implementation of Federal Aviation Administration general aviation requirements. Existing airports are shown on Figures 4.1 to 4.4 of the TIA.

5.16.1.3 EXISTING SETTING: VMT

VMT Background

As described under SB 743 (Regulatory Background), as of July 1, 2020, auto delay (traffic congestion) can no longer be used as the criteria for transportation analysis under CEQA. Automobile traffic impacts have historically been analyzed with LOS methodologies based on roadway capacity metrics (volume/capacity). LOS will be replaced with a new metric—VMT. The County has developed significance thresholds and methodology to comply with SB 743 and is using this metric to determine transportation impacts associated with buildout of the CWP.

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VMT can be simplified as the product of the number of trips and the trip distance. For example, a project that generates 100 trips per day with a round trip distance of 10 miles generates 1,000 VMT.

VMT Methodology

The TIA utilized the San Bernardino Transportation Analysis Model (SBTAM) to estimate VMT. This information utilizes the production-attraction matrices from the model outputs used in the CWP assessment and utilizes the model vehicle assignment to estimate the trip generation and average trip length information in compiling VMT estimates. VMT/person and VMT/employee estimates were modeled for the unincorporated County for home-based trips and employment trips, respectively. Following are the resultant VMT per capita or per employee averages for the base year (2012) and interpolated CWP Baseline year (2016), respectively:

- Household VMT (home-based -work plus home-based-other trip purposes [productions])
 - Base Year (2012) = 20.1 VMT per person
 - General Plan Baseline (2016) Interpolated = 20.5 VMT per person
- Employment VMT (home-based-work trip purpose [attractions])
 - Base Year (2012) = 24.3 VMT per employee
 - General Plan Baseline (2016) Interpolated = 24.1 VMT per employee

Existing VMT: Unincorporated County by Region

Table 5.16-1, *Existing VMT Summary*, shows Countywide, incorporated, and unincorporated area VMT averages for both residential uses and employment (VMT/person and VMT/employee, respectively). The 2012 model base year info has also been interpolated to 2016 to serve as the baseline VMT average for the CWP.

Table 5.16-1 Existing VMT Summary

| VMT | | 2012 Model Base Year | Interpolated 2016 |
|-----------------------------------|-----------------------|----------------------|-------------------|
| Residential VMT per Person | | | |
| Countywide | Total | 14.8 | 15.2 |
| | Unincorporated | 20.1 | 20.5 |
| | Incorporated | 13.9 | 14.3 |
| North Desert | Unincorporated | 25.2 | 25.7 |
| | Incorporated | 14.8 | 15.0 |
| East Desert | Unincorporated | 23.5 | 23.5 |
| | Incorporated | 13.5 | 13.0 |
| Mountain | Unincorporated | 20.8 | 21.6 |
| | Incorporated | 9.8 | 10.4 |

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Table 5.16-1 Existing VMT Summary

| VMT | | 2012 Model Base Year | Interpolated 2016 |
|----------------------------------|----------------|----------------------|-------------------|
| Valley | Unincorporated | 13.9 | 14.1 |
| | Incorporated | 13.7 | 14.2 |
| Employment VMT per Person | | | |
| Countywide | Total | 17.9 | 18.0 |
| | Unincorporated | 24.3 | 24.1 |
| | Incorporated | 17.2 | 17.3 |
| North Desert | Unincorporated | 36.2 | 35.3 |
| | Incorporated | 14.9 | 15.2 |
| East Desert | Unincorporated | 17.8 | 18.4 |
| | Incorporated | 15.1 | 15.9 |
| Mountain | Unincorporated | 21.6 | 21.7 |
| | Incorporated | 13.5 | 13.0 |
| Valley | Unincorporated | 19.6 | 19.5 |
| | Incorporated | 17.6 | 17.7 |

Source: Fehr & Peers, San Bernardino County TIA, March 2019.

As shown, and as can be expected due to the rural, expansive nature of the County, VMT averages for the unincorporated area are greater than averages countywide or exclusively for the incorporated areas. The residential VMT/person for the unincorporated area is 20.5 compared to 15.2 for the County as a whole and 14.2 for incorporated area. Employment VMT averages reflect a similar pattern. The unincorporated County is 24.1 VMT/employee compared to 18.0 for the overall County and 14.3 for incorporated areas. With the exception of the residential VMT/person for unincorporated areas for the Valley region (14.1) compared to the incorporated Valley area for residential VMT/person (14.2), the unincorporated area reflects higher averages for both residential and employment VMT averages in each subregion than its incorporated counterpart. The more densely developed Valley subregion exhibits the lowest averages for unincorporated areas, and the North Desert reflects the highest averages for both residential and employment VMT.

5.16.2 Thresholds of Significance

5.16.2.1 CEQA GUIDELINES APPENDIX G

According to Appendix G of the CEQA Guidelines (as adopted December 28, 2018), a project would normally have a significant effect on the environment if the project could:

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- T-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- T-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- T-4 Result in inadequate emergency access?

5.16.2.2 VMT SIGNIFICANCE THRESHOLDS

CEQA Requirements

Threshold T-2 above states that a project may have a significant impact if it could “Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).” Section 15064.3 codifies the requirements pursuant to SB 743 regarding the criteria to determine the significance of transportation impacts. This subsection includes the following language:

- (1) **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- (2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to

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estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis in this section.

County of San Bernardino VMT Significance Thresholds

OPR Technical Advisory

The County approached setting VMT thresholds by first evaluating the appropriateness of recommended OPR thresholds. Several technical advisories were published to assist lead agencies in developing thresholds and suggesting VMT methodologies. The most recent technical advisory was published in December 2018. The introduction to this advisory states:

The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in preparing environmental documents subject to CEQA. This document should not be construed as legal advice. (OPR 2018)

The advisory concludes that achieving 15 percent lower per capita (residential) per employee (office) VMT than existing development “is both generally achievable and is supported by evidence that connects this level of reduction to the State’s emissions goals” (OPR 2018). The advisory also notes that residential, office and retail projects are the land use project that tend to have the greatest influence on VMT. OPR, therefore, recommends that the 15 percent reduction threshold be applied to these uses for analysis and mitigation.

The December 2018 technical advisory also provides recommendations specific to land use plans. In particular, the following direction is provided relative to general plans:

As with projects, agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction’s geography. And as with projects, VMT should be counted in full rather than split between origin and destination.... A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above. Where the lead agency tiers from a general plan EIR pursuant to CEQA Guidelines sections 15152 and 15166, the lead agency generally focuses on the environmental impacts that are specific to the later project and were not analyzed as significant impacts in the prior EIR. (OPR 2018)

Countywide Plan VMT Thresholds

The County contracted with Fehr and Peers to conduct a detailed analysis to determine an achievable significance threshold for land use development in the unincorporated County after determining the OPR-recommended 15 percent VMT reduction threshold would not be feasible throughout the majority of the unincorporated County. The Fehr and Peers approach evaluated the “maximum achievable” VMT reduction associated with transportation demand management (TDM) measures. As suggested in the OPR technical advisory, the quantified analysis was based on the proposed “growth areas” of the CWP (the aggregate of the

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“proposed new residential, office, or retail land uses”). The TDM measures selected in consultation with the County are included as mitigation measures in Section 5.16.7. The resultant significance thresholds are:

- A residential VMT exceeding a level of 4 percent below existing VMT per capita would indicate a significant transportation impact. Based on Table 5.16.1 (2016 unincorporated County, interpolated average), a VMT/person above 19.7 would be considered significant.
- An employment VMT exceeding a level of 4 percent below existing VMT per employee would indicate a significant transportation impact. Based on Table 5.16.1 (2016 unincorporated County, interpolated average), a VMT/employee above 23.1 would be considered significant.

5.16.3 Regulatory Requirements and General Plan Policies

5.16.3.1 REGULATORY REQUIREMENTS

State and Regional Regulations

- The California Complete Streets Act (Assembly Bill 1358)
- SB 375 Sustainable Communities and Climate Protection Act
- San Bernardino County Congestion Management Plan

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- San Bernardino County Code of Ordinances, Title 5, Highways, Traffic.

5.16.3.2 POLICY PLAN

The Countywide Plan includes goals and policies that promotes adequate circulation within the unincorporated communities. Specific goals and policies are discussed in Section 5.16.4, *Environmental Impacts*, to demonstrate how the policy would avoid or reduce the impact.

Policy TM-1.1 Roadway level of service (LOS). We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday):

- LOS D in the Valley Region
- LOS D in the Mountain Region
- LOS C in the North and East Desert Regions

Policy TM-1.3 Freeways and highways. We coordinate with Caltrans and regional transportation agencies and support the use of state, federal, and other agency funds to improve freeways and highways.

Policy TM-1.4 Unpaved roadways. The County does not accept new unpaved roads into the County Maintained Road System, and we require all-weather treatment for all new unpaved roads.

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- Policy TM-1.6** **Paved roads.** For any new development for which paved roads are required, we require the developer to construct the roads and we require the establishment of a special funding and financing mechanism to pay for roadway operation, maintenance, and set-aside reserves.
- Policy TM-1.7** **Fair share contributions.** We require new development to pay its fair share contribution toward off-site transportation improvements.
- Policy TM-1.8** **Emergency access.** When considering new roadway improvement proposals for the CIP or RTP, we consider the provision of adequate emergency access routes along with capacity expansion in unincorporated areas. Among access route improvements, we prioritize those that contribute some funding through a local area funding and financing mechanism.
- Policy TM-1.9** **New transportation options.** We support the use of transportation network companies, autonomous vehicles, micro transit, and other emerging transportation options that reduce congestion, minimize land area needed for roadways, create more pedestrian- and bicycle-friendly streets, reduce VMT, or reduce dependence on privately-owned vehicles.
- Policy TM-2.1** **Context-sensitive approach.** We maintain and periodically update required roadway cross sections that prioritize multi-modal systems inside mobility focus areas (based on community context), and vehicular capacity on roadways outside of mobility focus areas (based on regional context).
- Policy TM-2.2** **Roadway improvements.** We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.
- Policy TM-2.3** **Concurrent improvements.** We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.
- Policy TM-2.4** **Atypical intersection controls.** We allow the use of atypical intersection concepts such as roundabouts when they improve traffic flow and safety compared to conventional intersection controls.
- Policy TM-2.5** **Context-based features.** When making road improvements, we provide feasible, context-based transportation features such as:
- Chain installation and inspection areas in the Mountain Region
 - Slow-vehicle turnouts on roadways with steep grades
 - Limited on-street parking areas to serve snow-plow or emergency services

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- Passing lanes in rural areas
- Vista areas along scenic routes

- Policy TM-2.6** **Access control.** We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.
- Policy TM-3.1** **VMT reduction.** We promote new development that will reduce household and employment VMT relative to existing conditions.
- Policy TM-3.2** **Trip reduction strategies.** We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.
- Policy TM-3.3** **First mile/last mile connectivity.** We support strategies that strengthen first/last mile connectivity to enhance the viability and expand the utility of public transit in unincorporated areas and countywide.
- Policy TM-4.1** **Complete streets network.** We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.
- Policy TM-4.2** **Complete streets improvements.** We evaluate the feasibility of installing elements of complete street improvements when planning roadway improvements in mobility focus areas, and we require new development to contribute to complete street improvements in mobility focus areas.
- Policy TM-4.3** **Funding.** We partner with SBCITA, Caltrans, and local agencies to fund active transportation systems in the County. We encourage unincorporated communities to apply for funding and cooperate with them in their funding applications for active transportation improvements that are identified in a non-motorized transportation plan that is accepted or adopted by the County
- Policy TM-4.4** **Transit access for residents in unincorporated areas.** We support and work with local transit agencies to generate a public transportation system, with fixed routes and on-demand service, that provide residents of unincorporated areas with access to jobs, public services, shopping, and entertainment throughout the County.
- Policy TM-4.5** **Transit access to job centers and tourist destinations.** We support and work with local transit agencies to generate public transportation systems that provide access to job centers and reduce congestion in tourist destinations in unincorporated areas.
- Policy TM-4.6** **Transit access to public service, health, and wellness.** In unincorporated areas where public transit is available, we prefer new public and behavioral health facilities, other public facilities and services, education facilities, grocery stores, and pharmacies to be located

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within one-half mile of a public transit stop. We prefer to locate new County health and wellness facilities within one-half mile of a public transit stop in incorporated jurisdictions. We encourage public K-12 education and court facilities to be located within one-half mile of public transit.

Policy TM-4.7 **Regional bicycle network.** We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.

Policy TM-4.8 **Local bicycle and pedestrian networks.** We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks, and major transit stops.

Policy TM-4.9 **Bike and pedestrian safety.** We promote pedestrian and bicyclist safety by providing separated pedestrian and bike crossings when we construct or improve bridges over highways, freeways, rail facilities, and flood control areas. We monitor pedestrian and bicycle traffic accidents and promote safety improvements in unincorporated high-accident areas.

Policy TM-4.10 **Shared parking.** We support the use of shared parking facilities that provide safe and convenient pedestrian connectivity between adjacent uses.

Policy TM-4.11 **Parking areas.** We require publicly accessible parking areas to ensure that pedestrians and bicyclists can safely access the site and onsite businesses from the public right-of-way.

Policy TM-5.1 **Efficient goods movement network.** We advocate for the maintenance of an efficient goods movement network in southern California.

Policy TM-5.2 **Intermodal facility.** We support the development of an intermodal facility in connection with the Southern California Logistics Airport.

Policy TM-5.3 **High Desert Corridor.** We support the development of the High Desert Corridor to improve the regional goods movement network and foster economic development in the North Desert region.

Policy TM-5.4 **Grade separations.** We support grade separations to reduce conflicts between rail facilities and roadways, subject to available funding.

Policy TM-5.5 **Countywide truck routes.** We support SBCTA's establishment of regional truck routes that efficiently distribute regional truck traffic while minimizing impacts on residents. We support funding through the RTP to build adequate truck route infrastructure.

Policy TM-5.6 **Unincorporated truck routes.** We may establish local truck routes in unincorporated areas to efficiently funnel truck traffic to freeways while minimizing impacts on residents.

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- Policy TM-5.7** **Trucking-intensive businesses.** We require trucking-intensive businesses to pay their fair share of costs to build and maintain adequate roads.
- Policy TM-6.1** **Local airports.** We maintain County airports and coordinate with other local airports to provide general aviation services to residents and businesses throughout the County.
- Policy TM-6.3** **Regional airports.** We advocate for expanded passenger and cargo service at regional airports.
- Policy NR-3.8** **Regional trail system.** We coordinate with incorporated jurisdictions, state and federal agencies, and other regional and not-for-profit entities to maintain and improve a regional trail system. We prioritize the maintenance and improvement of the Santa Ana River Trail, followed by the creation of trails in unincorporated areas that connect to existing trails in incorporated areas and to state- and federally-maintained trails.
- Policy NR-3.9** **Local parks, trails, and recreation.** We support the provision of local and community parks, trails, and recreational programs and facilities in unincorporated areas when a locally-approved funding and financing mechanism is established to pay for acquisition, construction, maintenance, and operations. We encourage unincorporated communities to apply for funding and cooperate with them in their funding applications for local trails that are identified in a non-motorized transportation plan that is accepted or adopted by the County. We also encourage, where feasible, local trails to be separated from vehicular traffic to improve the safety of trail users.
- Policy NR-3.12** **Rights-of-way and easements.** We consider reserving portions of rights-of-way and easements found to be unnecessary for the ultimate buildout of roadways or flood control facilities for use as local pedestrian, bicycle, and/or equestrian trails.
- Policy HZ-2.4** **Truck routes for hazardous materials.** We designate truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.
- Policy HZ-2.7** **Truck delivery areas.** We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.

5.16.4 Environmental Impacts

The following impact analysis addresses thresholds of significance as identified in Section 5.16.3, above. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: The CWP is consistent with adopted programs, plans, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The County's transportation network has pedestrian, bicycle, and public transit facilities to support alternative modes of transportation (i.e., not personal automobile). Currently, bicycle facilities are extremely limited in the

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County's unincorporated communities; however, according to the SBCTA's Non-motorized Transportation Plan, a significant number of potential bicycle facilities are identified in unincorporated County areas. While the unincorporated population densities are often insufficient to justify the installation and maintenance of bicycle facilities, the County does partner with state and local agencies to fund active transportation facilities in incorporated and unincorporated areas. Under the Complete Streets Act, general plans of California cities and counties are required to include planning for complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled.

The proposed CWP's consistency with the 2016 SCAG Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS) is detailed in Section 5.10, *Land Use and Planning*. The goals of the RTP/SCS focus on transit, transportation and mobility, and protection of the environmental and health of residents. Table 5.10-4 details the proposed Project's consistency with these goals.

The proposed Countywide Plan would support plans and programs for alternative transportation. Goals 2, 3, and 4 of the Transportation and Mobility Element call for a context-sensitive transportation network to accommodate a range of mobility needs for pedestrians, bicyclists, transit riders, freight, and motorists. The County's emphasis for public and private non-motorized accessibility and safety improvements is in mobility focus areas, which are areas that have a core with a high concentration (typically along corridors and/or at nodes), of two or more of the following: pedestrians; bicyclists; transit; retail, service, and office businesses; or medium density or higher intensity residential land uses.

Based on the County's guidelines, a significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would:

- Disrupt or interfere with existing or planned public bicycle/pedestrian/transit services or facilities.
- Create an inconsistency with policies concerning transit systems set forth in an applicable general plan or other applicable adopted policy document.
- Result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/vehicle conflicts.
- Result in unsafe conditions for bicycles, including unsafe bicycle/pedestrian or bicycle/vehicle conflicts.
- Create an inconsistency with policies related to bicycle or pedestrian systems in an applicable general plan, bicycle plan, or other applicable adopted policy document.

The following analysis discusses future improvements related to transit, bicycle, and pedestrian travel and how they relate to the plans and policies in the Countywide Plan.

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Transit

Transit in the County consists of Metrolink, bus rapid transit, and local bus routes. Future transit is shown on Figures 5.16-7 through 5.16-10 for the East Desert, Mountain, North Desert, and Valley regions, respectively. Major transit improvements include proposed bus rapid transit along several major arterials, Redlands Light Rail, the extension of Metrolink to Redlands, California High Speed Rail, and Xpress West High Speed Rail. These future transit facilities are consistent with planned and funded regional transit facilities and support draft Transportation and Mobility Element policies related to transit.

The Transportation and Mobility Element incorporates policies related to supporting transit in the study area. These include supporting trip reduction strategies to reduce the number and length of vehicular trips, first/last mile connectivity to enhance the viability of and expand the utility of public transit, transit access for residents in unincorporated areas, and transit access to job centers and tourist destinations.

Bicycle Facilities

Future bicycle facilities are a mixture of Class I, Class II, Class III, and Class IV facilities. Future bicycle facilities are shown on Figures 5.16-11 through Figure 5.16-14 for the East Desert, Mountain, North Desert, and Valley regions, respectively. These facilities are consistent with SBCTA's Active Transportation Plan. Bicycle facility upgrades are extensive and support the draft Transportation and Mobility Element policies related to bicycle facilities.

The draft Transportation and Mobility Element incorporates policies related to supporting bicycle facilities in the study area. These include prioritizing multimodal systems inside village and town cores, supporting first/last mile connectivity to transit, maintaining a network of complete streets to provide mobility opportunities for all users, implementing additional complete streets improvements when it fits the context of the community, developing and maintaining local and regional bicycle networks, and promoting bicycle and pedestrian safety when infrastructure improvements are made. Policies that promote a bicycle and transit system that serves as a functional alternative to commuting by car are:

- TM-2.1 Context-sensitive approach
- TM-2.2 Roadway improvements
- TM-4.1 Complete streets network
- TM-4.2 Complete streets improvements
- TM-4.3 Funding
- TM-4.4 Transit access for residents in unincorporated areas
- TM-4.5 Transit access to job centers and tourist destinations
- TM-4.6 Transit access to public service, health, and wellness
- TM-4.8 Local bicycle and pedestrian networks
- TM-4.9 Bike and pedestrian safety
- NR-3.8 Regional trail system
- NR-3.9 Local parks, trails, and recreation.
- NR-3.12 Rights-of-way and easements

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Conclusion

In summary, implementation of the Countywide Plan would increase demand for public transit, bicycle, and pedestrian facilities, which would require the improvement and expansion of the circulation system. A review of the Countywide Plan revealed no potential policy inconsistencies or conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or the performance or safety of those facilities. The Countywide Plan incorporates future networks and policies related to supporting transit, bicycle, and pedestrians in the County. These networks are consistent with regional and local planning efforts supporting these modes of travel. Additionally, the Countywide Plan has numerous policies supporting complete streets (providing accessibility for all users of all ages and abilities) and active transportation.

Level of Significance before Mitigation: Given the Countywide Plan's consistency with regional efforts, this impact is considered less than significant.

Impact 5.16-2: Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding County Congestion Management Agency service standards. [Threshold T-1]

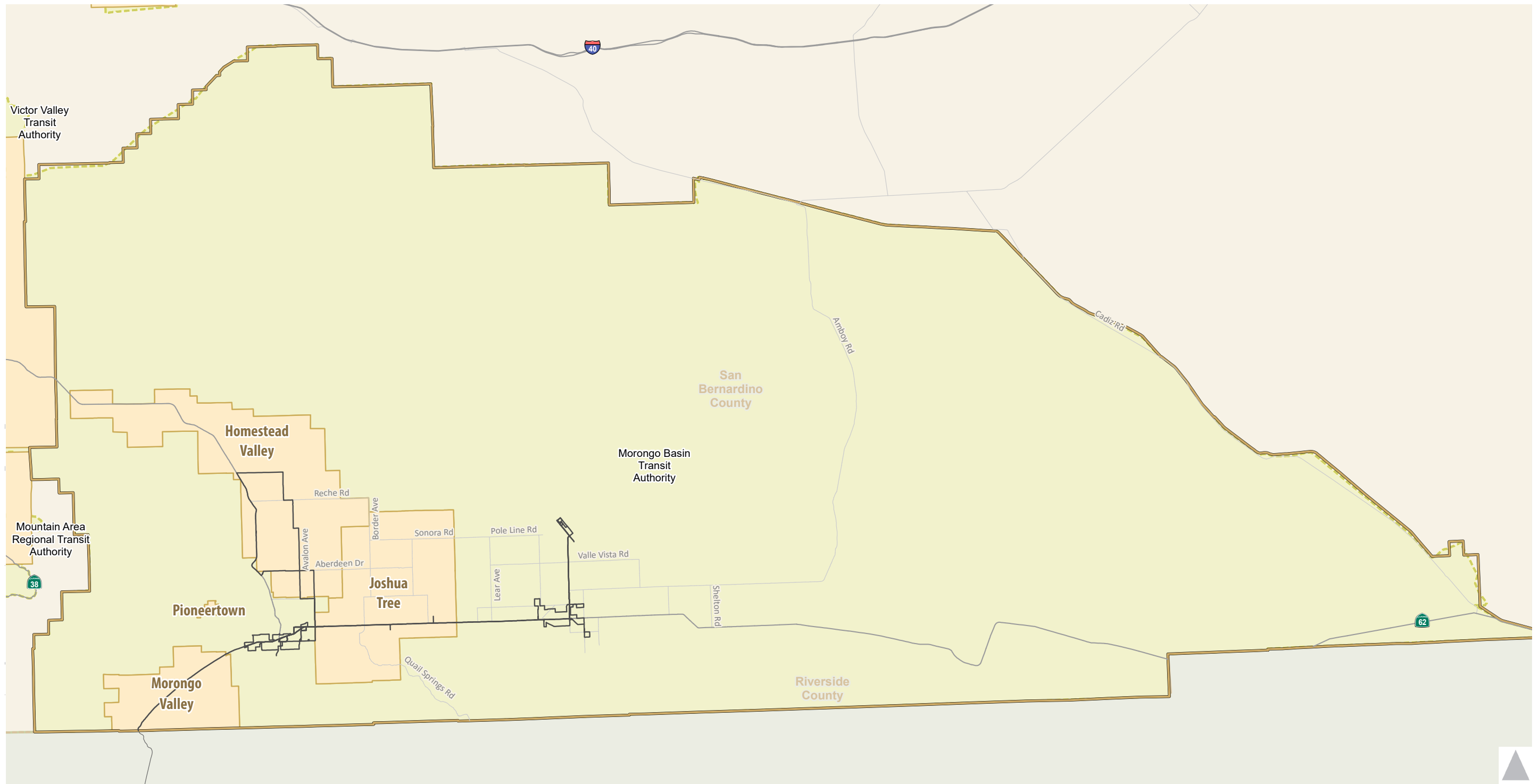
The CMP in effect for the County was prepared by SBCTA (formerly SANBAG) and approved in 2011. It is periodically updated, and the last update is June 2016. The CMP defines a network of state highways and arterials in the County and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on CMP facilities. The minimum acceptable LOS for CMP facilities is 'E', with certain exceptions. Within the County, there are 441 CMP-monitored intersections along the County's major highways and arterials, which also form the CMP network. All freeways and selected roadways in the County are designated elements of the CMP system of highways and roadways. Figures 2A, 2B, 2C, and 2D of the 2016 Technical Memorandum on Future Transportation Network Improvements, Opportunities, and Issues in San Bernardino County (F&P 2016) show the CMP network. Almost all CMP intersections are in incorporated cities; less than 15 intersections lie within the County's unincorporated communities.

North Desert Region

There are 49 CMP intersections in the North Desert Region. Only one of those intersections (SR-18 and Bear Valley Road) is outside any incorporated city. Several major roadways are part of the CMP network, including I-40, I-15, US Route 395, SR-18, US Route 95, El Mirage Road, Phelan Road, Bear Valley Road, Arrowhead Lake Road, SR-138, and SR-247.

East Desert Region

There is one CMP intersection in the East Desert Region (SR-247 and SR-62), and it does not fall into any unincorporated communities. The CMP network in this region consists of SR-62 and 247.



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 Fig. 5.16-7 Future Transit Routes - East Desert Region

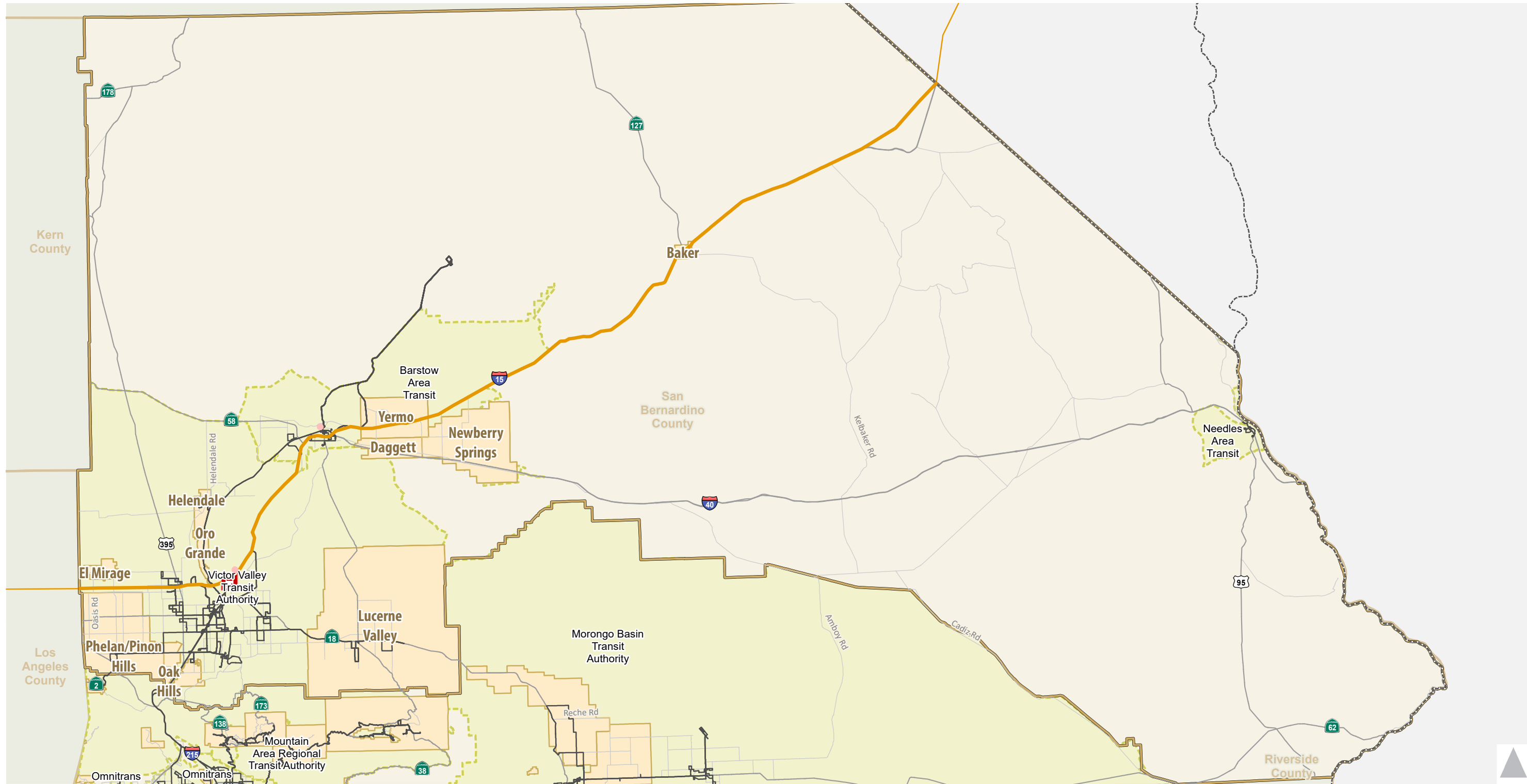
0 3.5 7 Miles



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- Proposed XpressWest Station
- Existing Bus Routes
- Community Plan Boundaries
- Proposed XpressWest
- HQT/TPA (2040 SCAG RTP/SCS)
- Transit Service Areas
- Existing Metrolink
- North Desert Region
- San Bernardino County

5 Environmental Analysis
Fig. 5.16-8 Future Transit Routes - North Desert Region

0 7.5 15 Miles



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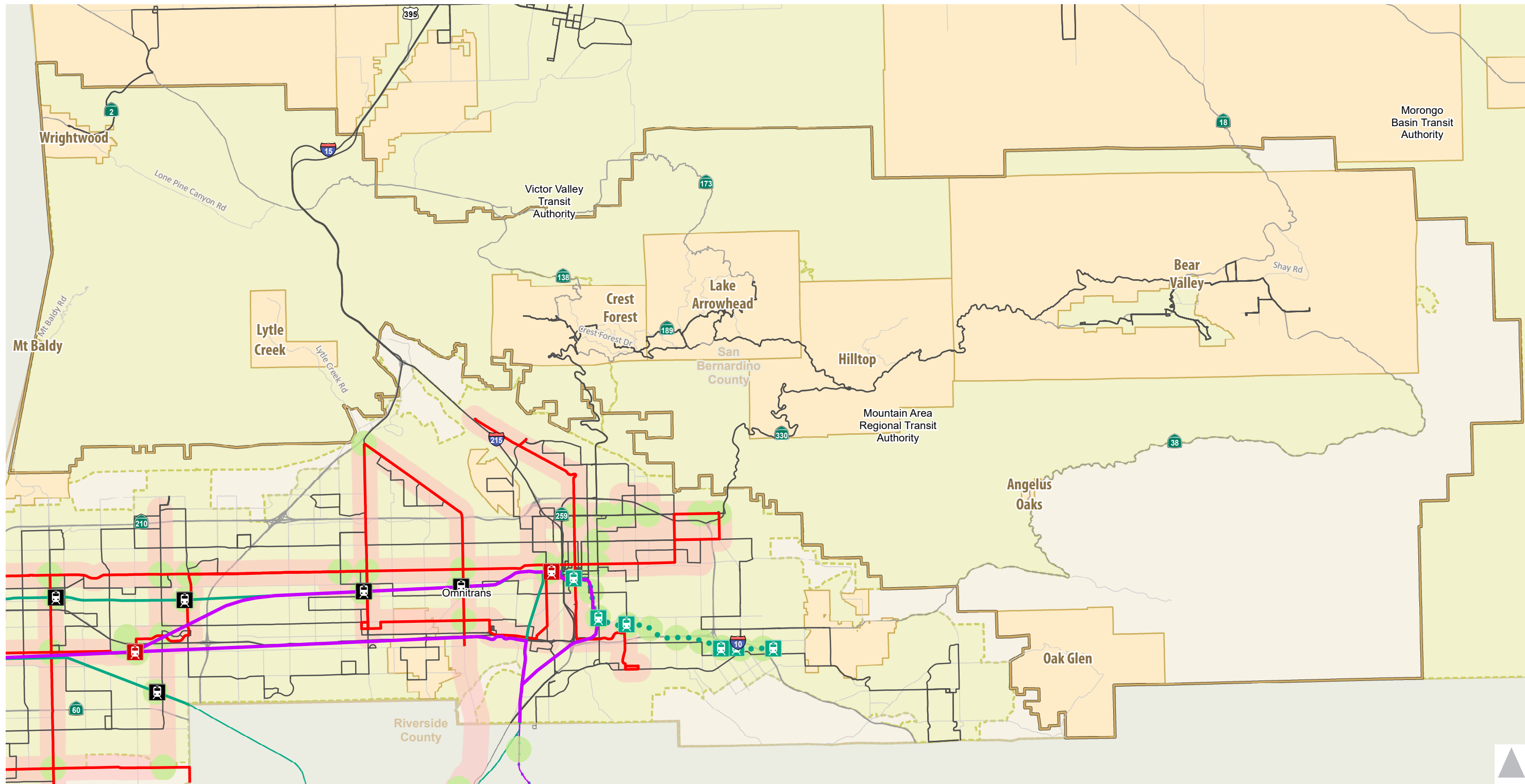
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- | | | | | |
|----------------------------------|-------------------------|-------------------------|---------------------------|-----------------------|
| Future Metrolink Station | High Speed Rail Phase 2 | Proposed BRT | HOTA (2040 SCAG RTP/SCS) | Transit Service Areas |
| Proposed High Speed Rail Station | Existing Metrolink | Existing Bus Routes | Mountain Region | San Bernardino County |
| Metrolink Station | Metrolink Extension | TPA (2040 SCAG RTP/SCS) | Community Plan Boundaries | |

5 Environmental Analysis
 Fig. 5.16-9 Future Transit Routes - Mountain Region

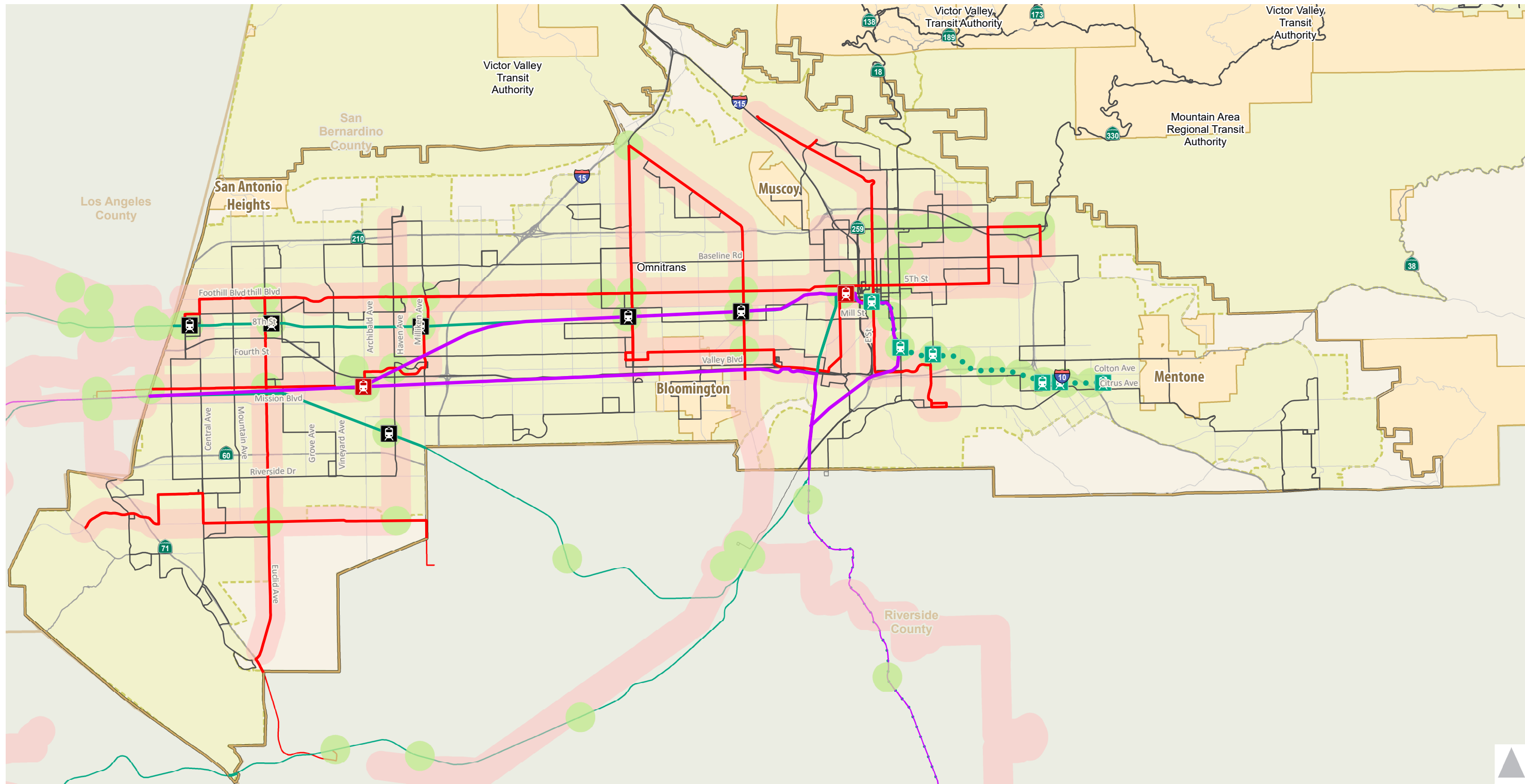
0 2 4 Miles








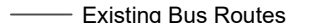
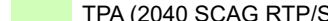







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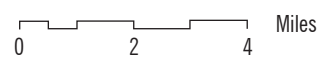
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-  Future Metrolink Station
-  Proposed High Speed Rail Station
-  Metrolink Station
-  High Speed Rail Phase 2
-  Metrolink Extension
-  Existing Metrolink
-  Proposed BRT
-  Existing Bus Routes
-  TPA (2040 SCAG RTP/SCS)
-  HQTAs (2040 SCAG RTP/SCS)
-  Valley Region
-  Community Plan Boundaries
-  Transit Service Areas
-  San Bernardino County

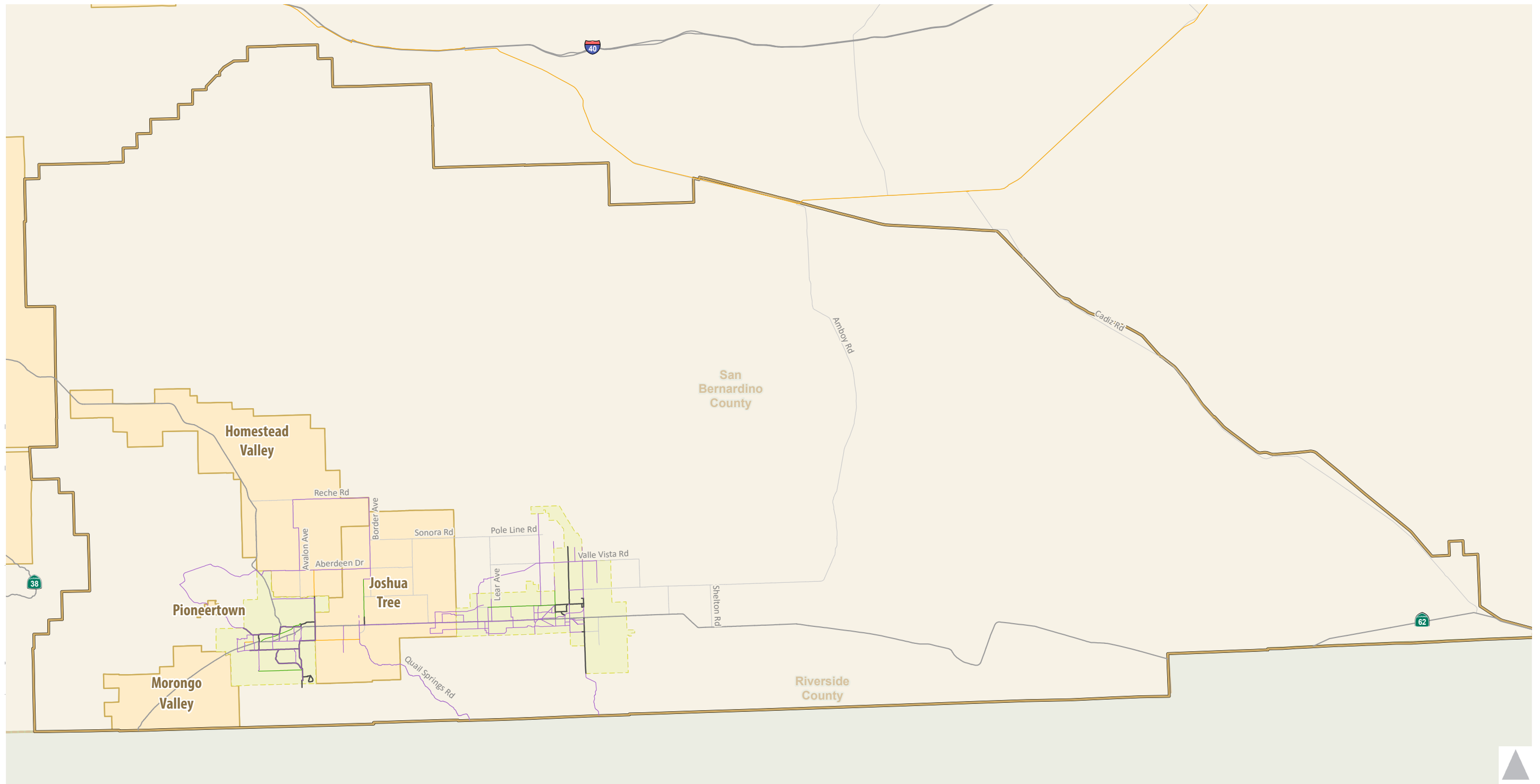
5 Environmental Analysis
 Fig. 5.16-10 Future Transit Routes - Valley Region



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- Planned Class I
- Existing Bikeways
- Community Plan Boundaries
- Planned Class II
- East Desert Region
- San Bernardino County
- Planned Class III
- City Boundaries

5 Environmental Analysis
 Fig. 5.16-11 Future Bicycle Facilities - East Desert Region

0 3.5 7 Miles



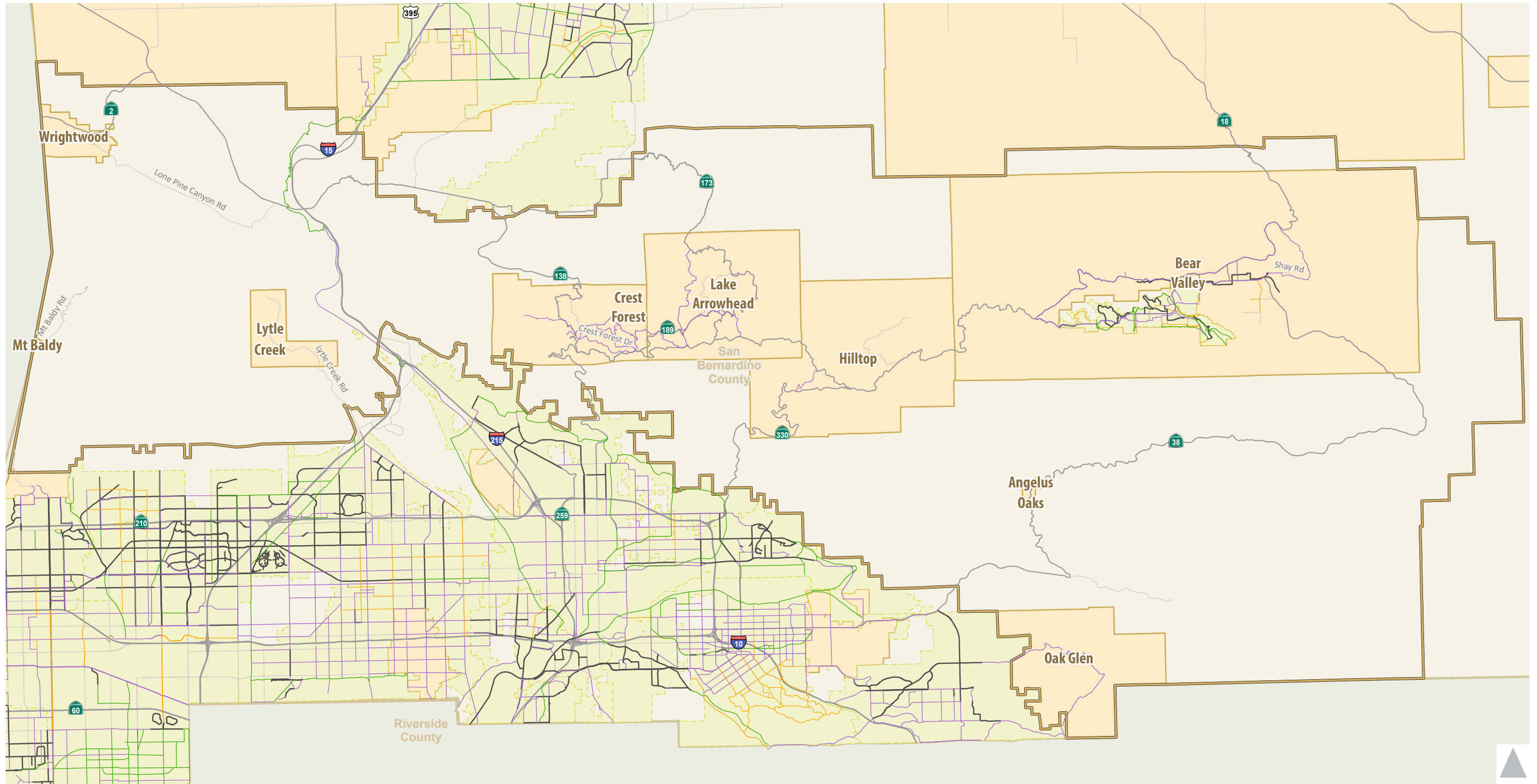
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- Planned Class I — Existing Bikeways [Orange Box] Community Plan Boundaries
- Planned Class II [Light Orange Box] Mountain Region [Light Yellow Box] San Bernardino County
- Planned Class III [Light Green Box] City Boundaries

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 Fig. 5.16-13 Future Bicycle Facilities - Mountain Region

0 2 4 Miles

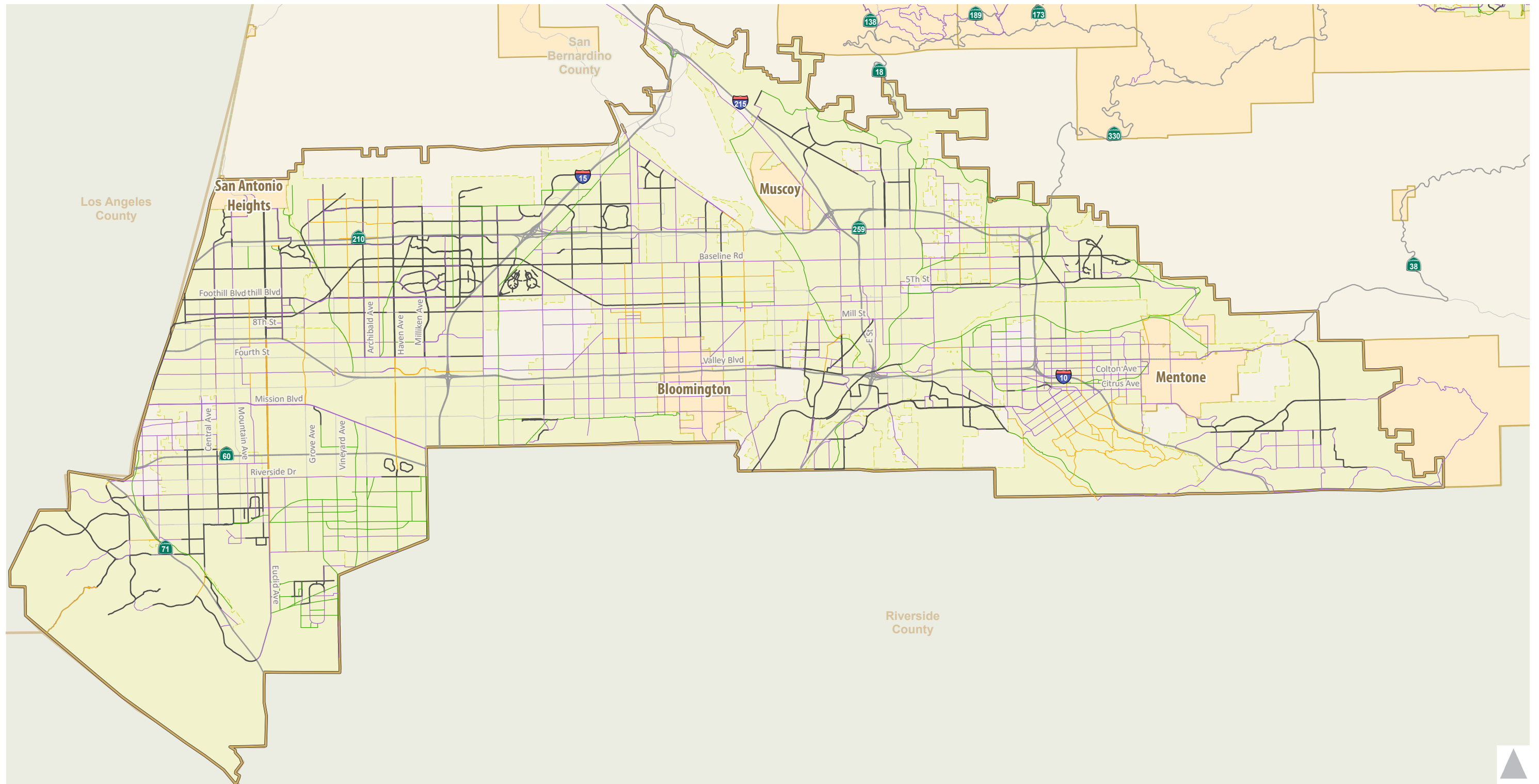


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- Planned Class I Existing Bikeways Community Plan Boundaries
- Planned Class II Valley Region San Bernardino County
- Planned Class III City Boundaries

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 Fig. 5.16-14 Future Bicycle Facilities - Valley Region

0 2 4 Miles



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Mountain Region

There are three CMP intersections in the Mountain Region, all of which fall within unincorporated communities. These intersections are Greenway Drive South and SR-18 (in Lake Arrowhead), Greenway Drive North and SR-38, and SR-38 and SR-18 (in Bear Valley). The CMP network in this region includes I-15 and SR-18, 38, 138, 173, 189, and 330.

Valley Region

There are 388 CMP intersections in the Valley Region. Of these, 13 intersections are in unincorporated areas: four are in Mentone, seven are in Bloomington, and two are not within any community plan boundaries. The CMP network in the Valley Region includes several highways and major arterials, such as Cedar Avenue, Bloomington Avenue, Alder Avenue, Cajon Road, Garnet, Foothill, Lugonia Avenue, Wabash Avenue, 5th Street, I-15, I-215, and SR-210.

SBCTA has identified LOS E as the minimum acceptable standard on CMP-designated roadway segments and intersections. The County LOS requirements are more stringent than those in the County CMP. Impact 5.16-2 indicates that the only intersections projected to operate at LOS F would be intersections not in the CMP network. A review of Table ES-2 in the TIA, *County Roadways Requiring Improvement*, indicates that all CMP roadways where implementation of the Countywide Plan would result in an impact (SR-138 west of Oasis Road and SR-173 east of Lakes Edge Road) would still operate at acceptable LOS E per CMP requirements. Therefore, impacts to CMP facilities would be less than significant.

Level of Significance before Mitigation: Impact 5.16-2 is less than significant.

Impact 5.16-3: Trip generation related to land use development under the projected 2040 buildout of the Countywide Plan would exceed the County's VMT reduction threshold (4 percent reduction in VMT/person (residential) and 4 percent reduction in VMT/employee in comparison to existing VMT/person (or employee)). [Threshold T-2]

To estimate the VMT generated by just the new development (CWP growth areas), Fehr & Peers looked at the net change in VMT due to new development and compared that to the net change in population or employment. The results are summarized in Table 5.16-2 and are compared back to the significance thresholds (four percent reduction in comparison to existing conditions). The VMT estimates in Table 5.16-2 are directly from the travel demand forecasting model and do not account for additional reductions that would occur from TDM strategies (which could potentially reduce VMT another four percent from the modeled values assuming full implementation and effectiveness of the program).

Note however, that that some TDM measures are already accounted for in the regional forecasting tool utilized to estimate VMT and identify the regional VMT information that projects are benchmarked against. Since these strategies are already reflected, they have not been included in this assessment to avoid "double counting" the effectiveness of the strategy. These strategies are:

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- LUT-1 Increase density: 0.4 to 10.75 percent
- LUT-3 Increase diversity of urban developments 0 to 12 percent and suburban developments 0.3 to 4 percent
- LUT-4 Increase destination accessibility 0.5 to 12 percent
- LUT-5 Increase transit accessibility 0 to 7.3 percent

Table 5.16-2 New Development Generated VMT Summary

| VMT | | VMT Target (4% Below Unincorporated Countywide Average) | New Development VMT (Estimated by the Change in Total VMT / Change in Population or Employment) |
|-----------------------------------|----------------|---|---|
| Residential VMT per Person | | | |
| Countywide | Unincorporated | 19.7 | 30.7 |
| North Desert | Unincorporated | 19.7 | 37.4 |
| East Desert | Unincorporated | 19.7 | 22.2 |
| Mountain | Unincorporated | 19.7 | 43.1 |
| Valley | Unincorporated | 19.7 | 20.0 |
| Employment VMT per Person | | | |
| Countywide | Unincorporated | 23.1 | 19.2 |
| North Desert | Unincorporated | 23.1 | 18.5 |
| East Desert | Unincorporated | 23.1 | 86.4 |
| Mountain | Unincorporated | 23.1 | 34.7 |
| Valley | Unincorporated | 23.1 | 17.6 |

As shown in the table, with the exception of employment VMT/person for the Valley region, without mitigation, projected VMT averages for each subregion exceed the target VMT/person.

Level of Significance before Mitigation: Impact 5.16-3 is significant.

Impact 5.16-4: Circulation improvements associated with future development that would be accommodated by the Countywide Plan would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

Buildout of the Countywide Plan would involve the alteration, intensification, and redistribution of land uses in the unincorporated County. The plan includes minor circulation network improvements that would consist mostly of roadway widening and intersection improvements. These improvements would be subject to review

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and future consideration by the County Public Works engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Roadway improvements would have to be made in accordance with the County's circulation plan and roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual. In addition, the Transportation and Mobility Element of the Countywide Plan includes policies to improve the safety of all users of the transportation system in the County—TM-1.4 Unpaved Roads, TM-1.6 Paved Roads, TM-1.8 Emergency Access, TM-2.2 Roadway Improvements, TM-2.6 Access Control (see Section 5.16.3.2). Implementation of the Countywide Plan would not result in hazardous conditions, create conflicting uses, or cause a detriment to emergency vehicle access.

Level of Significance before Mitigation: Impact 5.16-4 is less than significant.

5.16.5 Cumulative Impacts

The analyses for Impacts 5.16-1 and 5.16-2 evaluate multi-modal transportation conditions and CMP facility impacts for cumulative conditions. Cumulative traffic impacts consider the impacts of future growth and development in the County and its vicinity on the roadway system serving the area. The TIA included traffic from reasonable and foreseeable land use developments in the SCAG region that are coded in the transportation demand model and accounted for ambient traffic growth. Thus, the analysis of future traffic conditions considered cumulative impacts of the proposed Project. The proposed Project would not result in either project-specific significant or cumulatively considerable impacts. No mitigation measures would be required.

The proposed Project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. The consistency with the CMP is based on cumulative traffic conditions for the unincorporated County and reasonable and foreseeable land use developments in the SCAG region that are coded in the transportation demand model and accounted for in ambient growth. Thus, these impacts would not result in cumulatively, significant impacts.

To evaluate the cumulative effect of the proposed CWP on the region, the TIA compared the CWP VMT estimates to VMT estimates that are consistent with the RTP/SCS utilizing the SBTAM travel demand forecasting model for the 2040 analysis horizon. The results, as shown in Table 5.16-3, are aggregated into the total geographic area and are not refined by incorporated or unincorporated areas because the project effect on VMT relates to the entire subregion of the County and the County as a whole.

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Table 5.16-3 Cumulative Effect on VMT

| VMT per Service Population (Includes Incorporated and Unincorporated Areas of the County) | 2040 RTP/SCS | 2040 General Plan | Difference |
|---|--------------|-------------------|------------|
| North Desert | 37.1 | 35.5 | -4% |
| East Desert | 37.3 | 34.1 | -9% |
| Mountain | 44.0 | 45.1 | +3% |
| Valley | 33.1 | 31.1 | -6% |
| Countywide Total: | 34.4 | 32.5 | -6% |

As shown, in comparison to the current RTP/SCS, implementation of the CWP would result in a VMT per service population reduction for the North Desert, East Desert, and Valley regions. Only the Mountain region would experience an increase in VMT per service population relative to the RTP/SCS. Additionally, from a countywide perspective, the CWP would reduce VMT per service population by 6 percent in total compared to the anticipated RTP/SCS.

It is recognized, however, that the 2016 RTP/SCS will soon be replaced by an update in 2020, and it is anticipated that consistency with the 2016 plan will not necessarily achieve statewide GHG reduction goals. Although the CWP reflects an improvement in VMT relative to the 2016 RTP/SCS, cumulative VMT impacts of the proposed CWP are considered significant.

5.16.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.16-1, 5.16-2, and 5.16-4

Without mitigation, the following impacts would be **potentially significant**:

Impact 5.16-3

- Trip generation related to land use development under the projected 2040 buildout of the Countywide Plan would exceed the County’s VMT reduction threshold—4 percent reduction in VMT/person (residential) and 4 percent reduction in VMT/employee—in comparison to existing VMT/person or VMT/employee.

Residential: Project VMT/capita (or employee) would exceed the 4 percent reduction in comparison to existing conditions for residential VMT averages for all County subregions (Valley, East Desert, North Desert and Mountain areas), and impacts would be significant.

Employment: Employment VMT/capita for the Mountain and East Desert subregions are anticipated to exceed the 4 percent minimum reduction, and impacts would therefore be significant. The Valley and North Desert subregions are projected to achieve the minimum 4 percent reduction in comparison to existing VMT/person, and impacts would be less than significant.

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5.16.7 Mitigation Measures

Impact 5.16-3

MM T-1 Prior to approval of discretionary projects subject to VMT reduction analysis and located outside the designated growth areas, applicants shall demonstrate compliance with the County's adopted Transportation Impact Study (TIS) Guidelines for CEQA assessment of VMT impacts. For projects with VMT/capita exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with Chapter 7 of the California Air Pollution Control Officers Association's *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) and approved by the Traffic Division and Land Use Services Department (if applicable), or the project description should be reviewed and modified to promote reduced VMT.

MM T-2 Discretionary projects located within the designated growth areas that are subject to VMT reduction analysis shall develop a VMT reduction plan to achieve a minimum of a four percent reduction in VMT/capita in comparison to existing conditions. At a minimum, the VMT reduction plan shall consider the following TDM measures (estimated potential VMT reduction as shown):

- UT-6, Integrate affordable and below market rate housing: 0.04 to 1.20 percent.
- LUT-9, Improve Design of Development: 3.0 to 21.3 percent.
- SDT-1, Provide pedestrian network improvements. Applicable for subdivisions connecting to other development, in areas identified for growth in the Countywide Plan, unincorporated Valley region areas, or unincorporated spheres of influence.
- SDT-2, Provide Traffic Calming Measures: 0.25 to one percent. Applicable for subdivisions connecting to other development, in areas identified for growth in the Countywide Plan, unincorporated Valley region areas, or unincorporated spheres of influence.
- TRT-4, Implement Subsidized or Discounted Transit Passes: 0 to 16 percent. Applicable to development within 1/2 mile of a transit system. As such, it would be applicable in the Valley region but less applicable in other areas.
- TRT-6, Encourage Telecommuting and Alternative Work Schedules: 0.2 to 4.5 percent. Applicable to the County as the County is and will continue to partner with internet providers to increase coverage within the County to facilitate this application.
- TRT-10, Implement a School Pool Program: 7.2 to 15.8 percent reduction in school VMT. Applicable for large developments, i.e., approximately 300 households or more.

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5.16.8 Level of Significance After Mitigation

Impacts 5.16-1, 5.16-2, and 5.16-4 are less than significant without mitigation.

Impact 5.16-3 would remain significant and unavoidable. As shown in Table 5.16-2, without TDM mitigation, all residential development in the County would exceed the four percent below existing countywide average for all subregions of the County. However, if the County were to achieve a four percent reduction in VMT, then residential development in the Valley region would likely meet the County's reduction target goals (but the other regions of the County would not).

Employment uses in the County generate less commute-based VMT overall and in the North Desert and Valley regions. However, the results indicate that in the East Desert and Mountain regions VMT would not achieve the desired VMT reduction target (4 percent below existing) identified by the County.

5.16.9 References

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